

HIGH POINT MPO SPOT 4.0 PROJECTS



VOTING REFERENCE BOOK



NCDOT Prioritization 4.0 Project Summary

SPOT ID: A151104

Mode: Aviation

Status: Submitted

EXX - Davidson County

Project Title: Davidson County Airport Runway Rehabilitation and Strengthening

Specific Improvement Type: 0605 - Pavement Strength - Runway

Project Category: Division Needs

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$3,616,000

Description:

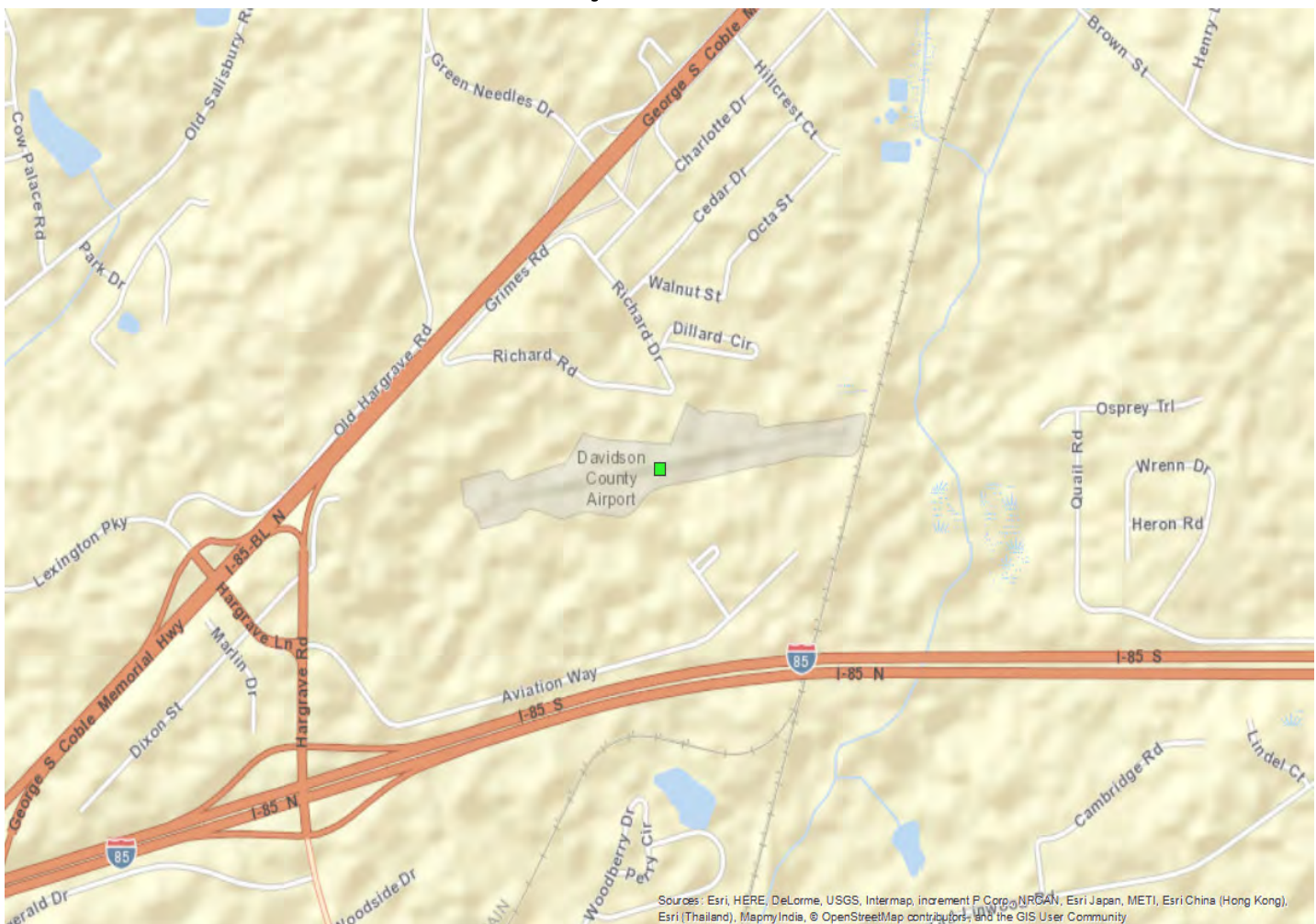
Upgrade and strengthen the existing runway due to excessive cracking on the airfield and an increase of the number of requests for large private aircraft for landings. The PCI in 2014 was 74; however the airport has contractors making regular trips for crack sealing. In 2016 the pavement will be 17 years old and in need of rehab.

Division(s):

County(s):

MPO(s)/RPO(s):

Project Location



Statewide Mobility Total Score: 0		
Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0		
Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points: 0	Percent: 15% Points: 0

Division Needs Total Score: 0		
Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 25% Points: 0	Percent: 25% Points: 0

Criteria Measures			
Criteria	Measure	Raw Value	Scaled Value
NCDOA Project Rating	NCDOA Project Rating (100%)		
FAA ACIP Rating	FAA ACIP Rating (100%)		
Non-State Contribution Index	Non-State Contribution Index (100%)		
Benefit/Cost	Benefit/Cost (100%)		

Project Data**Date:**

Project Local ID:	2516
Submitted by:	High Point Urban Area MPO

Project Cost:

Total Project Cost:	\$3,616,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT:	\$3,616,000

Project Ownership

Division			
Division	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total Division Points	100%	0	0

MPO/RPO			
MPO/RPO	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total MPO/RPO Points	100%	0	0



NCDOT Prioritization 4.0 Project Summary

SPOT ID: B150310

Mode: Bicycle & Pedestrian

Status: Submitted

Eastchester Drive

From/Cross Street: Johnson Street

Specific Improvement Type: 5. Protected Linear Pedestrian Facility (Pedestrian)

To: Hartley Drive

Project Category: Division Needs

Length: 0.65208017

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$142,200

Description:

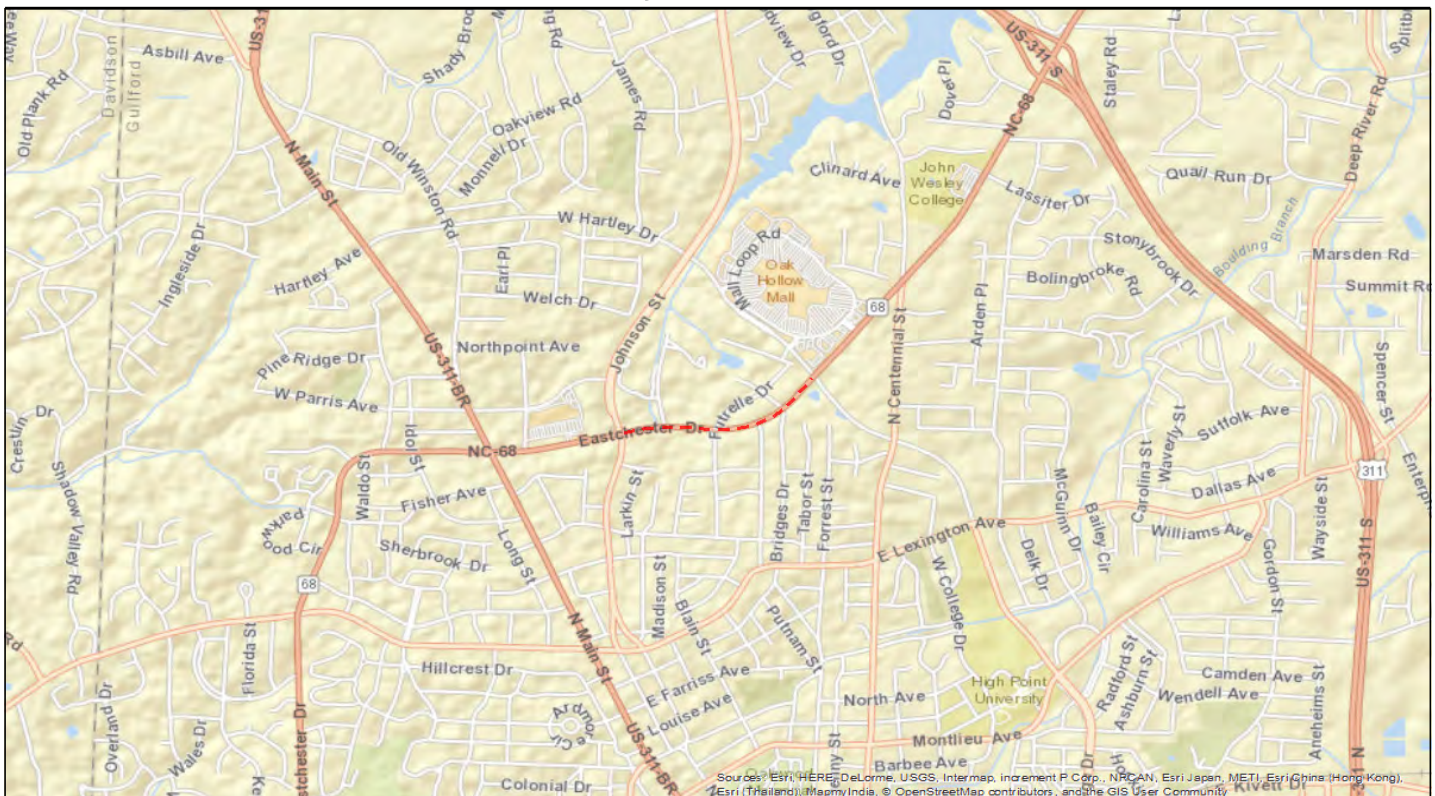
Construct a concrete sidewalk along Eastchester Drive

Division(s): Division 7

County(s): GUILFORD

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Regional Impact Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (15%) In Progress Access (10%) In Progress Demand/Density (10%) In Progress Connectivity (10%) In Progress Cost Effectiveness (5%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria Measures

Criteria	Measure	Raw Value	Scaled Value
Safety	Number of Crashes (40%)	0	0
	Average Speed Limit Points (40%)	45	0
	Project Safety Benefit (20%)	0	0
Access	Desitnation Type(s) Points (50%)	0	0
	Distance to Prime Destination (50%)	0	0
Demand/Density	Persons per Squire Mile (50%)	3058.65	0
	Employees Per Square Mile (50%)	3058.65	0
Connectivity	Connectivity Value (100%)	0	0
Cost Effectiveness	Cost Effectiveness Value (100%)	0	0

Project Data**Data:**

Project Local ID:	
Name of Adopted Plan:	CTP
Discussed with Division:	Yes
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	High Point
Distance to Primary Destination:	0
# Major Centers:	3
# Secondary Centers:	1
Average Speed Limit:	45
# Connection Points	1
Right-of-Way % Acquired:	0
PE / Design % Completed:	0
Environmental Doc. Type:	Categorical Exclusion Type I/II
Bicycle Crashes:	1
Pedestrian Crashes:	0
Persons per Square Mile:	3058.65
Employees per Square Mile:	1806.6
Submitted by:	

Project Cost:

Construction Cost:	\$142,200
Right-of-Way Cost:	\$0
Remaining PE/Design Cost:	\$0
Total Project Cost:	\$142,200
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT:	\$142,200

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 7	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Divison Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

NCDOT Prioritization 4.0 Project Summary

SPOT ID: B150365

Mode: Bicycle & Pedestrian

Status: Submitted

Eastchester Dr

From/Cross Street: Centennial St

Specific Improvement Type: 5. Protected Linear Pedestrian Facility (Pedestrian)

To: Lassiter Dr

Project Category: Division Needs

Length: 0.41324407

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$125,120

Description:

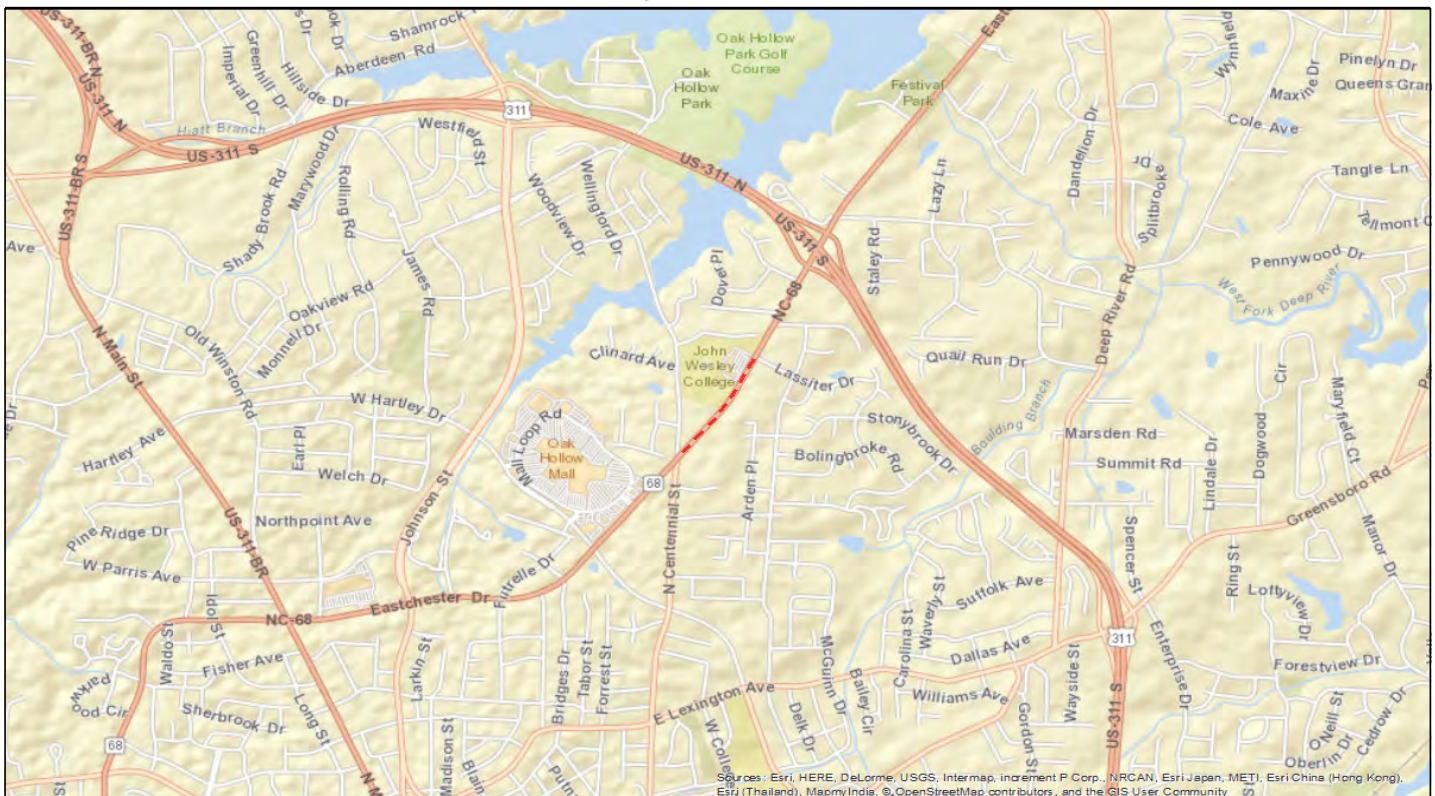
Construct a five foot concrete sidewalk

Division(s): Division 7

County(s): GUILFORD

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Regional Impact Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (15%) In Progress Access (10%) In Progress Demand/Density (10%) In Progress Connectivity (10%) In Progress Cost Effectiveness (5%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria Measures

Criteria	Measure	Raw Value	Scaled Value
Safety	Number of Crashes (40%)	0	0
	Average Speed Limit Points (40%)	45	0
	Project Safety Benefit (20%)	0	0
Access	Desitnation Type(s) Points (50%)	0	0
	Distance to Prime Destination (50%)	0	0
Demand/Density	Persons per Squire Mile (50%)	2894.55	0
	Employees Per Square Mile (50%)	2894.55	0
Connectivity	Connectivity Value (100%)	0	0
Cost Effectiveness	Cost Effectiveness Value (100%)	0	0

Project Data**Data:**

Project Local ID:	
Name of Adopted Plan:	CTP
Discussed with Division:	Yes
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	High Point
Distance to Primary Destination:	0
# Major Centers:	3
# Secondary Centers:	1
Average Speed Limit:	45
# Connection Points	1
Right-of-Way % Acquired:	0
PE / Design % Completed:	0
Environmental Doc. Type:	Categorical Exclusion Type I/II
Bicycle Crashes:	0
Pedestrian Crashes:	0
Persons per Square Mile:	2894.55
Employees per Square Mile:	988.6
Submitted by:	

Project Cost:

Construction Cost:	\$125,120
Right-of-Way Cost:	\$0
Remaining PE/Design Cost:	\$0
Total Project Cost:	\$125,120
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT:	\$125,120

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 7	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Divison Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0



NCDOT Prioritization 4.0 Project Summary

SPOT ID: B150369

Mode: Bicycle & Pedestrian

Status: Submitted

College Dr (University Pkwy)

From/Cross Street: E Green Dr

Specific Improvement Type: 5. Protected Linear Pedestrian Facility (Pedestrian)

To: E Kivett Dr (Dr ML King Jr Dr)

Project Category: Division Needs

Length: 0.60007206

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$128,600

Description:

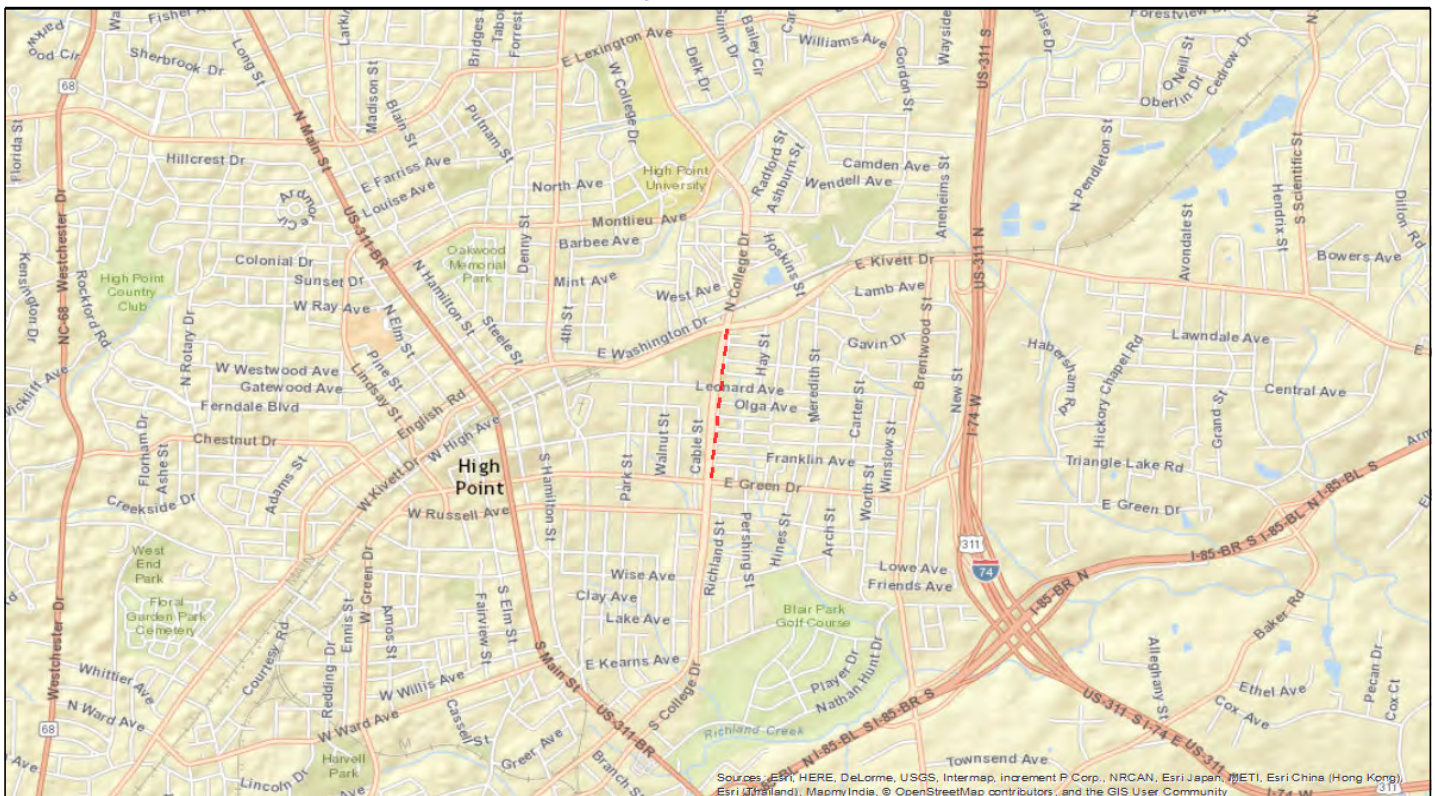
Construct five foot concrete sidewalk

Division(s): Division 7

County(s): GUILFORD

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Regional Impact Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (15%) In Progress Access (10%) In Progress Demand/Density (10%) In Progress Connectivity (10%) In Progress Cost Effectiveness (5%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria Measures

Criteria	Measure	Raw Value	Scaled Value
Safety	Number of Crashes (40%)	0	0
	Average Speed Limit Points (40%)	45	0
	Project Safety Benefit (20%)	0	0
Access	Desitnation Type(s) Points (50%)	0	0
	Distance to Prime Destination (50%)	0	0
Demand/Density	Persons per Squire Mile (50%)	3800.64	0
	Employees Per Square Mile (50%)	3800.64	0
Connectivity	Connectivity Value (100%)	0	0
Cost Effectiveness	Cost Effectiveness Value (100%)	0	0

Project Data**Data:**

Project Local ID:	
Name of Adopted Plan:	CTP
Discussed with Division:	Yes
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	High Point
Distance to Primary Destination:	0
# Major Centers:	3
# Secondary Centers:	2
Average Speed Limit:	45
# Connection Points	1
Right-of-Way % Acquired:	0
PE / Design % Completed:	0
Environmental Doc. Type:	Categorical Exclusion Type I/II
Bicycle Crashes:	0
Pedestrian Crashes:	1
Persons per Square Mile:	3800.64
Employees per Square Mile:	2227.23
Submitted by:	

Project Cost:

Construction Cost:	\$128,600
Right-of-Way Cost:	\$0
Remaining PE/Design Cost:	\$0
Total Project Cost:	\$128,600
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT:	\$128,600

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 7	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Divison Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0



NCDOT Prioritization 4.0 Project Summary

SPOT ID: B150370

Mode: Bicycle & Pedestrian

Status: Submitted

West Wendover Avenue

From/Cross Street: NC-68 Eastchester Drive

Specific Improvement Type: 5. Protected Linear Pedestrian Facility (Pedestrian)

To: Gibson Park Entrance

Project Category: Division Needs

Length: 1.13853682

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$212,440

Description:

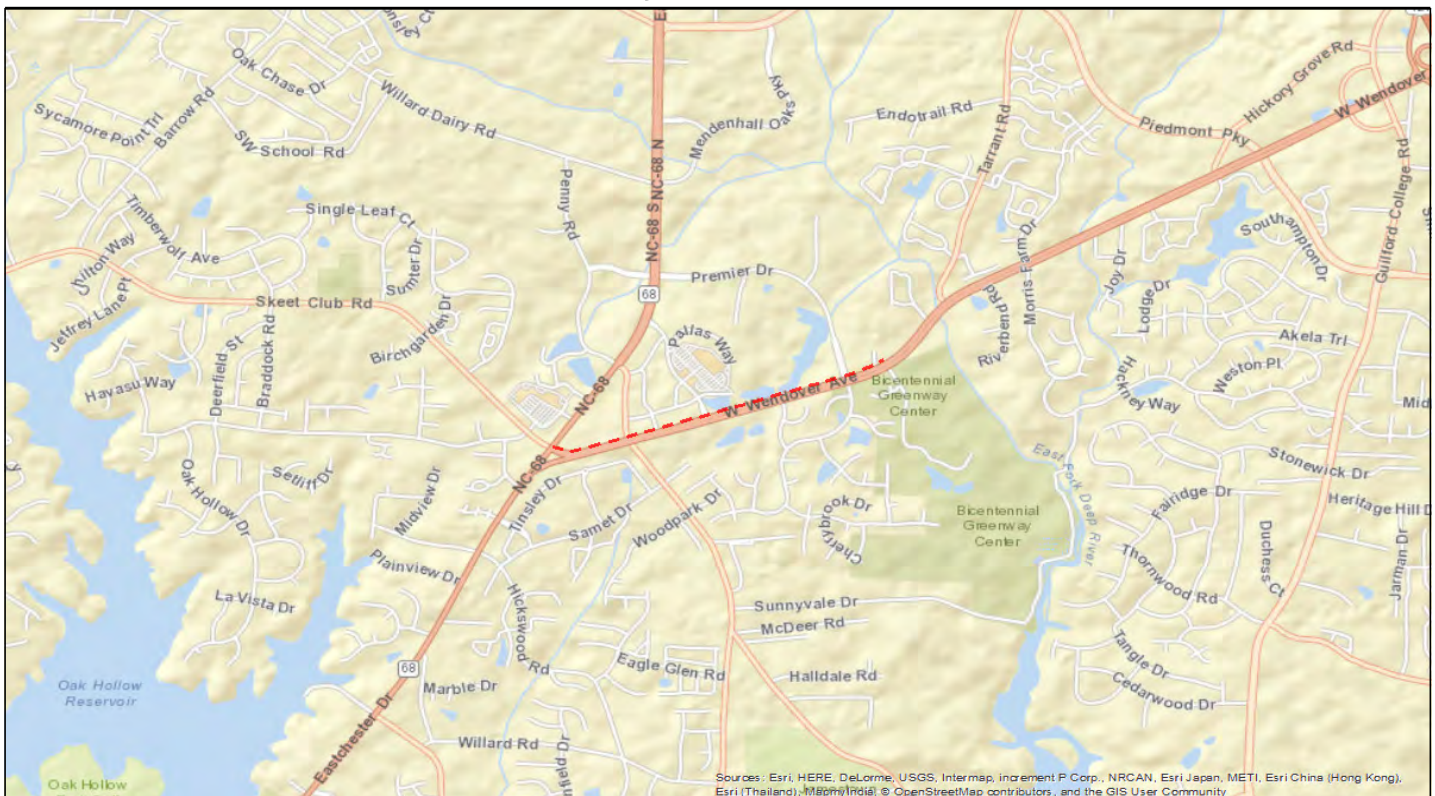
Construct 5 foot concrete sidewalk

Division(s): Division 7

County(s): GUILFORD

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Regional Impact Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (15%) In Progress Access (10%) In Progress Demand/Density (10%) In Progress Connectivity (10%) In Progress Cost Effectiveness (5%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria Measures

Criteria	Measure	Raw Value	Scaled Value
Safety	Number of Crashes (40%)	0	0
	Average Speed Limit Points (40%)	50	0
	Project Safety Benefit (20%)	0	0
Access	Desitnation Type(s) Points (50%)	0	0
	Distance to Prime Destination (50%)	0	0
Demand/Density	Persons per Squire Mile (50%)	1497.23	0
	Employees Per Square Mile (50%)	1497.23	0
Connectivity	Connectivity Value (100%)	0	0
Cost Effectiveness	Cost Effectiveness Value (100%)	0	0

Project Data**Data:**

Project Local ID:	
Name of Adopted Plan:	CTP
Discussed with Division:	Yes
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	High Point
Distance to Primary Destination:	0
# Major Centers:	4
# Secondary Centers:	1
Average Speed Limit:	50
# Connection Points	2
Right-of-Way % Acquired:	0
PE / Design % Completed:	0
Environmental Doc. Type:	Categorical Exclusion Type I/II
Bicycle Crashes:	0
Pedestrian Crashes:	0
Persons per Square Mile:	1497.23
Employees per Square Mile:	1725.63
Submitted by:	

Project Cost:

Construction Cost:	\$212,440
Right-of-Way Cost:	\$0
Remaining PE/Design Cost:	\$0
Total Project Cost:	\$212,440
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT:	\$212,440

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 7	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Divison Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0



NCDOT Prioritization 4.0 Project Summary

SPOT ID: B150374

Mode: Bicycle & Pedestrian

Status: Submitted

Johnson St

From/Cross Street: Parris Ave

Specific Improvement Type: 5. Protected Linear Pedestrian Facility (Pedestrian)

To: Hartley Dr

Project Category: Division Needs

Length: 0.495473

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$142,000

Description:

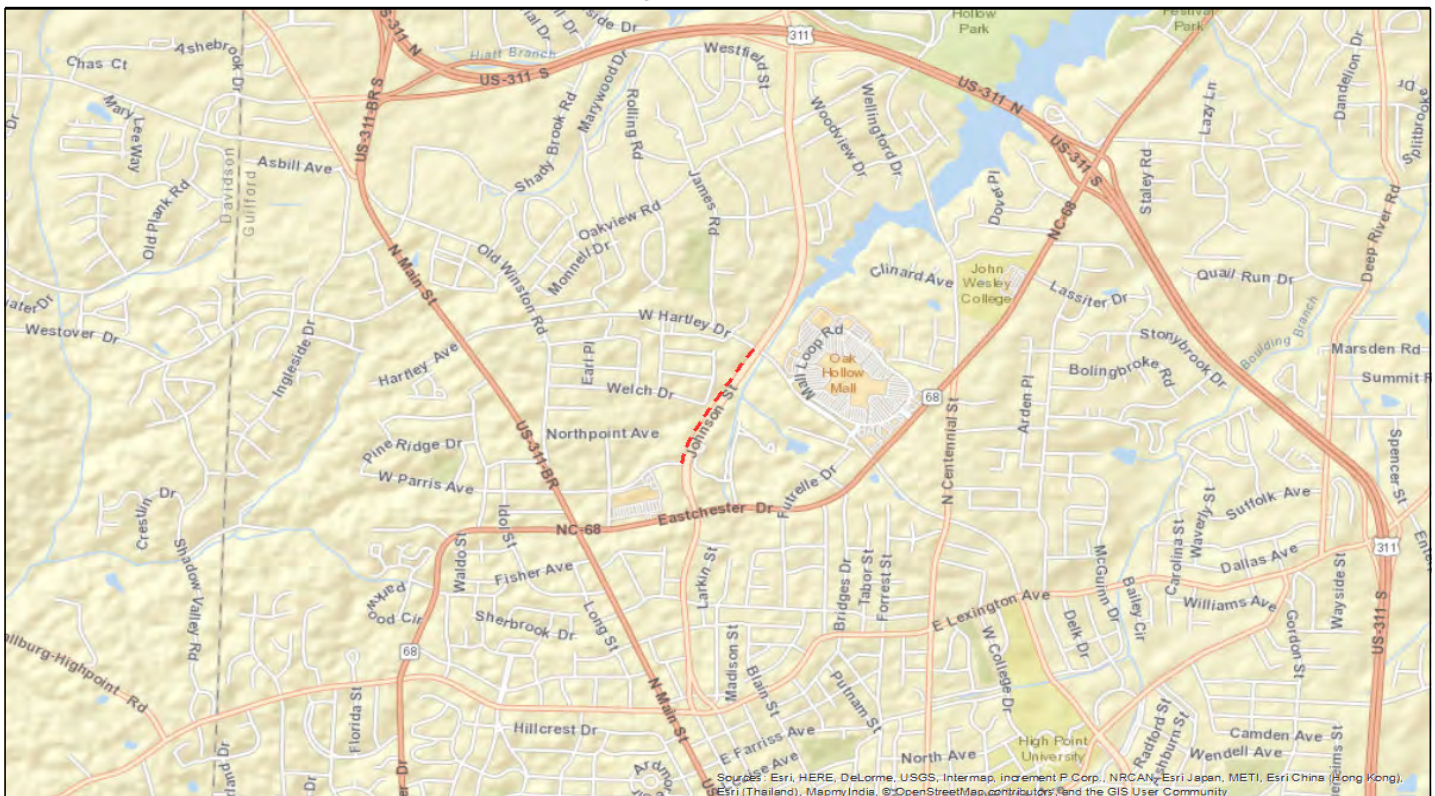
Construct five foot concrete sidewalk

Division(s): Division 7

County(s): GUILFORD

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Regional Impact Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (15%) In Progress Access (10%) In Progress Demand/Density (10%) In Progress Connectivity (10%) In Progress Cost Effectiveness (5%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria Measures

Criteria	Measure	Raw Value	Scaled Value
Safety	Number of Crashes (40%)	0	0
	Average Speed Limit Points (40%)	35	0
	Project Safety Benefit (20%)	0	0
Access	Desitnation Type(s) Points (50%)	0	0
	Distance to Prime Destination (50%)	0	0
Demand/Density	Persons per Squire Mile (50%)	2624.1	0
	Employees Per Square Mile (50%)	2624.1	0
Connectivity	Connectivity Value (100%)	0	0
Cost Effectiveness	Cost Effectiveness Value (100%)	0	0

Project Data**Data:**

Project Local ID:	
Name of Adopted Plan:	CTP
Discussed with Division:	Yes
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	High Point
Distance to Primary Destination:	0
# Major Centers:	2
# Secondary Centers:	4
Average Speed Limit:	35
# Connection Points	2
Right-of-Way % Acquired:	0
PE / Design % Completed:	0
Environmental Doc. Type:	Categorical Exclusion Type I/II
Bicycle Crashes:	0
Pedestrian Crashes:	0
Persons per Square Mile:	2624.1
Employees per Square Mile:	2295.06
Submitted by:	

Project Cost:

Construction Cost:	\$142,000
Right-of-Way Cost:	\$0
Remaining PE/Design Cost:	\$0
Total Project Cost:	\$142,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT:	\$142,000

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 7	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Divison Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0



NCDOT Prioritization 4.0 Project Summary

SPOT ID: B150901

Mode: Bicycle & Pedestrian

Status: Submitted

Main Street / Penny Road

From/Cross Street: Existing Sidewalk on Main Street

Specific Improvement Type: 5. Protected Linear Pedestrian Facility (Pedestrian)

To: Park Access on Penny Road

Project Category: Division Needs

Length: 0.70275273

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$500,000

Description:

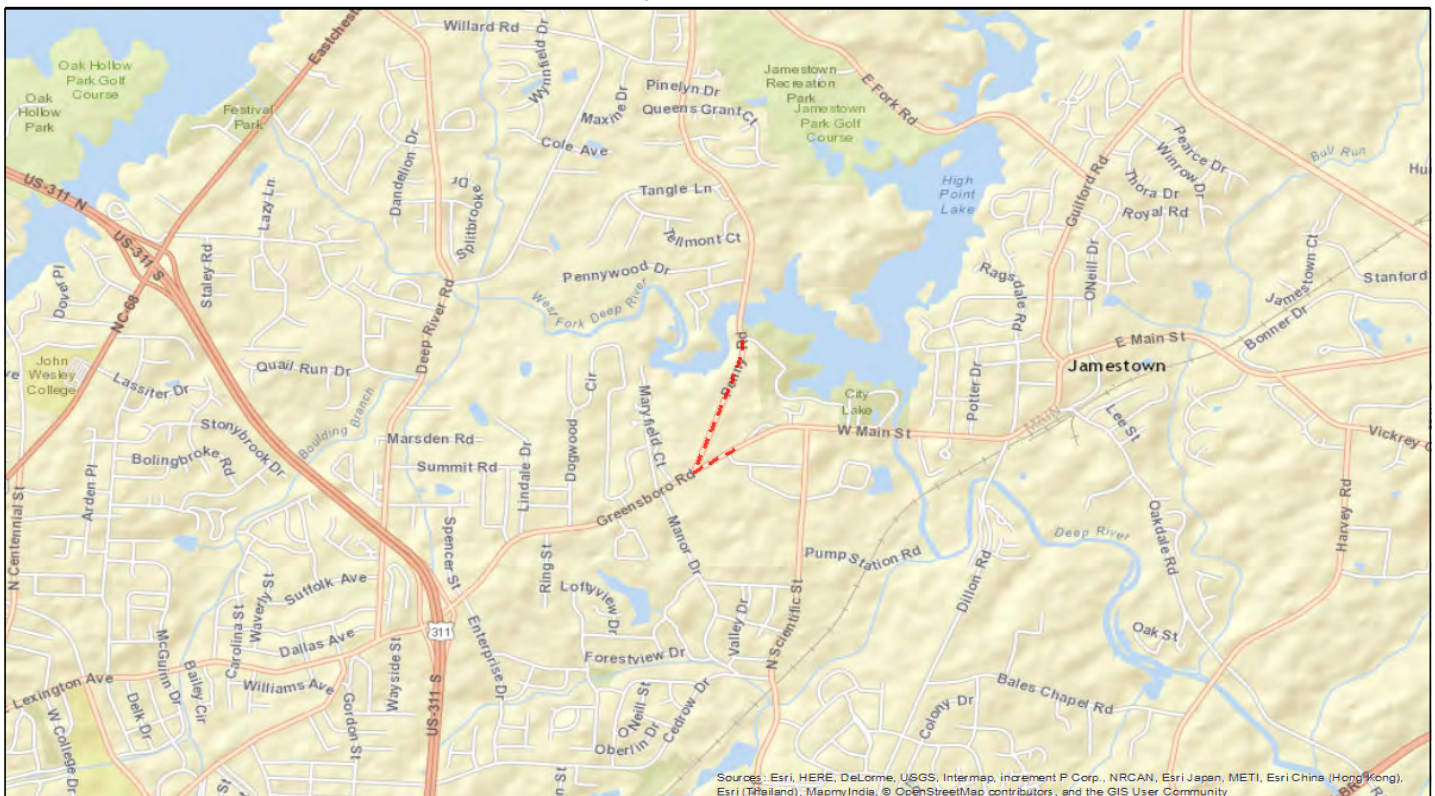
Construct a five foot concrete sidewalk and concrete curb and gutter on the north side of Main Street and the east side of Penny Road.

Division(s): Division 7

County(s): GUILFORD

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Regional Impact Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (15%) In Progress Access (10%) In Progress Demand/Density (10%) In Progress Connectivity (10%) In Progress Cost Effectiveness (5%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria Measures

Criteria	Measure	Raw Value	Scaled Value
Safety	Number of Crashes (40%)	0	0
	Average Speed Limit Points (40%)	45	0
	Project Safety Benefit (20%)	0	0
Access	Desitnation Type(s) Points (50%)	0	0
	Distance to Prime Destination (50%)	0	0
Demand/Density	Persons per Squire Mile (50%)	1347.36	0
	Employees Per Square Mile (50%)	1347.36	0
Connectivity	Connectivity Value (100%)	0	0
Cost Effectiveness	Cost Effectiveness Value (100%)	0	0

Project Data**Data:**

Project Local ID:	
Name of Adopted Plan:	CTP, Jamestown Pedestrian Plan
Discussed with Division:	Yes
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Jamestown
Distance to Primary Destination:	0
# Major Centers:	3
# Secondary Centers:	0
Average Speed Limit:	45
# Connection Points	1
Right-of-Way % Acquired:	0
PE / Design % Completed:	0
Environmental Doc. Type:	Categorical Exclusion Type I/II
Bicycle Crashes:	0
Pedestrian Crashes:	0
Persons per Square Mile:	1347.36
Employees per Square Mile:	479.78
Submitted by:	

Project Cost:

Construction Cost:	\$500,000
Right-of-Way Cost:	\$0
Remaining PE/Design Cost:	\$0
Total Project Cost:	\$500,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT:	\$500,000

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 7	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Divison Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0



NCDOT Prioritization 4.0 Project Summary

SPOT ID: B151047

Mode: Bicycle & Pedestrian

Status: Submitted

Oakdale Road

From/Cross Street: Chimney Court

Specific Improvement Type: 5. Protected Linear Pedestrian Facility (Pedestrian)

To: Jamestown Oaks

Project Category: Division Needs

Length: 0.52823216

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$216,000

Description:

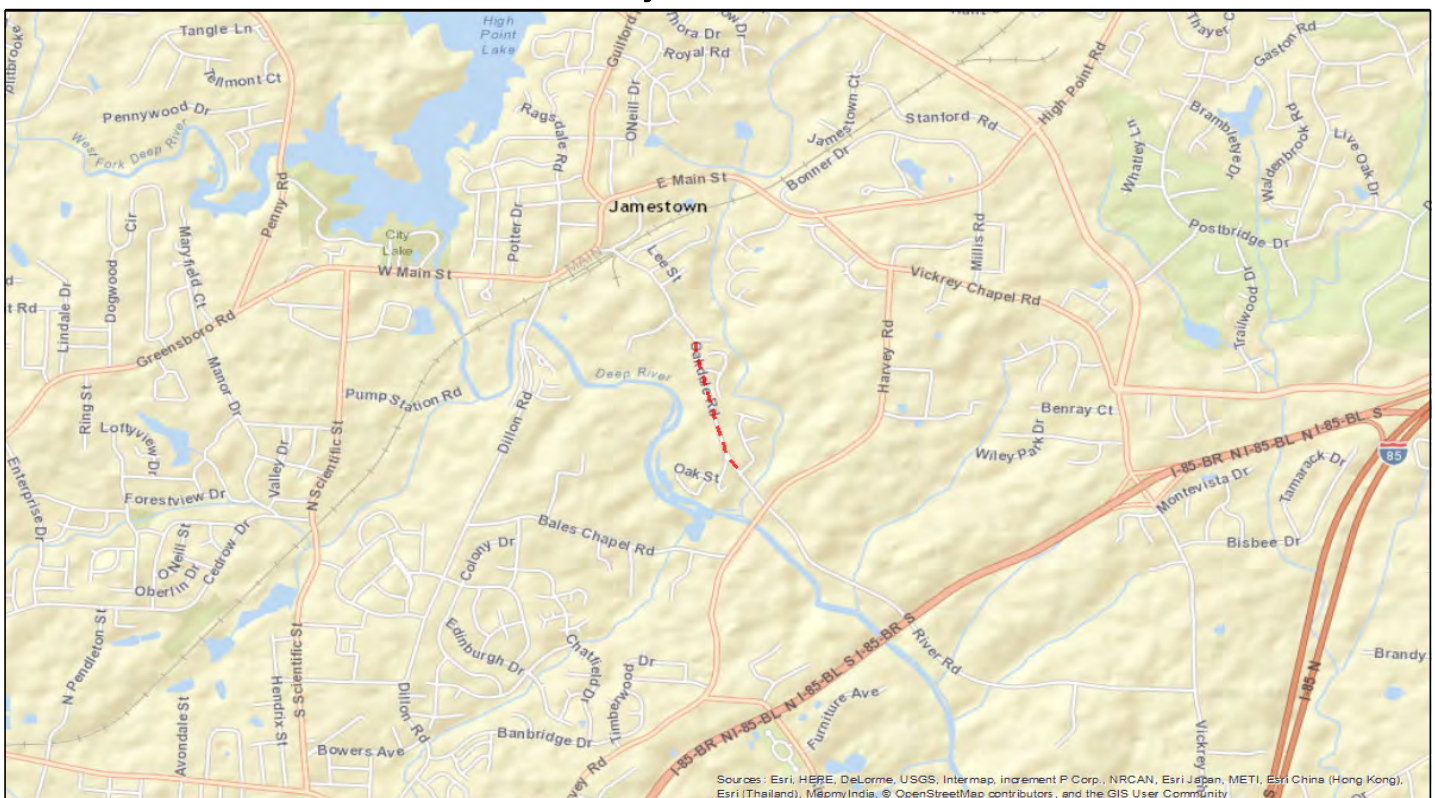
Construct a 5 foot concrete sidewalk on the east side of Oakdale Road

Division(s): Division 7

County(s): GUILFORD

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Regional Impact Total Score: N/A

Quantitative Score	Division Engineer Points	MPO/RPO Points
N/A		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (15%) In Progress Access (10%) In Progress Demand/Density (10%) In Progress Connectivity (10%) In Progress Cost Effectiveness (5%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria Measures

Criteria	Measure	Raw Value	Scaled Value
Safety	Number of Crashes (40%)	0	0
	Average Speed Limit Points (40%)	35	0
	Project Safety Benefit (20%)	0	0
Access	Desitnation Type(s) Points (50%)	0	0
	Distance to Prime Destination (50%)	0	0
Demand/Density	Persons per Squire Mile (50%)	1183.04	0
	Employees Per Square Mile (50%)	1183.04	0
Connectivity	Connectivity Value (100%)	0	0
Cost Effectiveness	Cost Effectiveness Value (100%)	0	0

Project Data**Data:**

Project Local ID:	
Name of Adopted Plan:	CTP, Jamestown Pedestrian Plan
Discussed with Division:	Yes
Within 2 mi. of K-8 School?	Yes
Local Government(s) where project is located:	Jamestown
Distance to Primary Destination:	0
# Major Centers:	1
# Secondary Centers:	4
Average Speed Limit:	35
# Connection Points	2
Right-of-Way % Acquired:	0
PE / Design % Completed:	0
Environmental Doc. Type:	Categorical Exclusion Type I/II
Bicycle Crashes:	0
Pedestrian Crashes:	0
Persons per Square Mile:	1183.04
Employees per Square Mile:	353.73
Submitted by:	

Project Cost:

Construction Cost:	\$216,000
Right-of-Way Cost:	\$0
Remaining PE/Design Cost:	\$0
Total Project Cost:	\$216,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT:	\$216,000

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 7	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Divison Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090051-B

Mode: Highway

Status: Submitted

US-421

From/Cross Street: SR 2662 (Linville Road) in Forsyth County **Specific Improvement Type:** 16 - Modernize Roadway

To: West of SR 1850 (Sandy Ridge Road) in Guilford County **Project Category:** Statewide Mobility

Length: 9.54

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$21,072,000

Description:

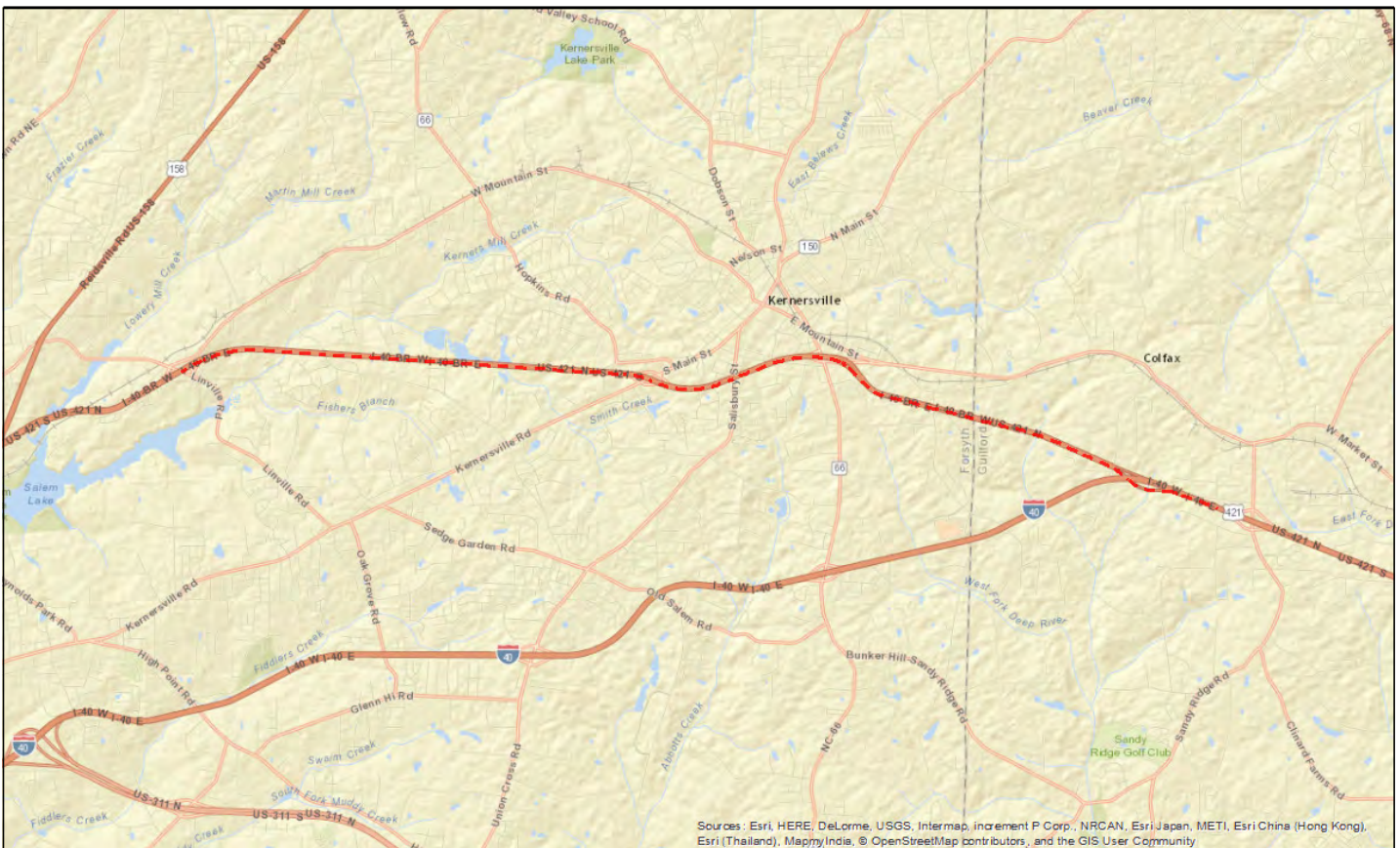
West of US 158 in Forsyth County to West of SR 1850 in Guilford County. Pavement and Bridge Rehabilitation.
Section B: SR 2662 (Linville Road) in Forsyth County to West of SR 1850 (Sandy Ridge Road) in Guilford County..

Division(s): Division 9, Division 7

County(s): FORSYTH, GUILFORD

MPOS(s)/RPO(s): Winston Salem Urban Area MPO, Greensboro Urban Area MPO, High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Congestion SW (30%) In Progress Safety (15%) In Progress Economic Competitiveness (10%) In Progress Multimodal (5%) In Progress Freight (15%) In Progress Benefit-Cost SW & REG (25%) In Progress	N/A	N/A
Totals: Weight: 100% Weighted Score: 0		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (10%) In Progress Congestion REG (20%) In Progress Freight (10%) In Progress Benefit-Cost SW & REG (20%) In Progress	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.71		Accessibility / Connectivity	County Economic Indicator (50%)	271	
	Volume (SW 40%, REG 20%, DIV 0%)	53724.53			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	3261.72	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	49.92			Distance to Freight Terminal (20%)	4.17	
	Crash Severity (33%)	67.5		Multimodal	Distance to Multimodal Terminal (60%)	3.79	
	Critical Crash Rate (33%)	63.18			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	1	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	0	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	95	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	4 Lane with Median - Full Control
Speed Limit (mph):	60
Length (miles):	9.54
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial-Other Freeway
Terrain Type:	Rolling
Lane Width (ft):	11
Paved Shoulder Width (ft):	10
Roadway has Curb & Gutter?	No
Volume (AADT):	50569.28
Volume (PADT):	53724.53
Peak ADT (PADT) Factor:	1.06
Capacity (vpd):	75213.86
Volume (PADT)/Capacity Ratio:	0.71
% Autos:	94%
% Trucks:	6%
Truck Volume (AADTT):	3261.72
Crash Density (seg):	49.92
Crash Severity (seg):	67.5
Critical Crash Rate (seg):	63.18
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	271
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	95

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	60
Length (miles):	9.54
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial-Other Freeway
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	10
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Norfolk Southern Intermodal Terminal - Winst-Salem
Distance to Freight Terminal (miles):	4.17
Nearest Multimodal Passenger Terminal :	Winston-Salem State University Amtrak Bus Station
Distance to Multimodal Terminal (miles):	3.79
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 9

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 9	76%	0	0
Division 7	24%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Winston Salem Urban Area MPO	76%	0	0
Greensboro Urban Area MPO	22%	0	0
High Point Urban Area MPO	2%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$21,072,000	Cost Estimation Tool
Right-of-Way Cost:	\$0	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$21,072,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$21,072,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090061-B

Mode: Highway

Status: Submitted

US-64

From/Cross Street: East of I-85 Business in Lexington

Specific Improvement Type: 1 - Widen Existing Roadway

To: NC 109

Project Category: Statewide Mobility

Length: 5.25

TIP#: R-2220B

Fully Funded in Draft STIP? No

Cost to NCDOT: \$51,492,000

Description:

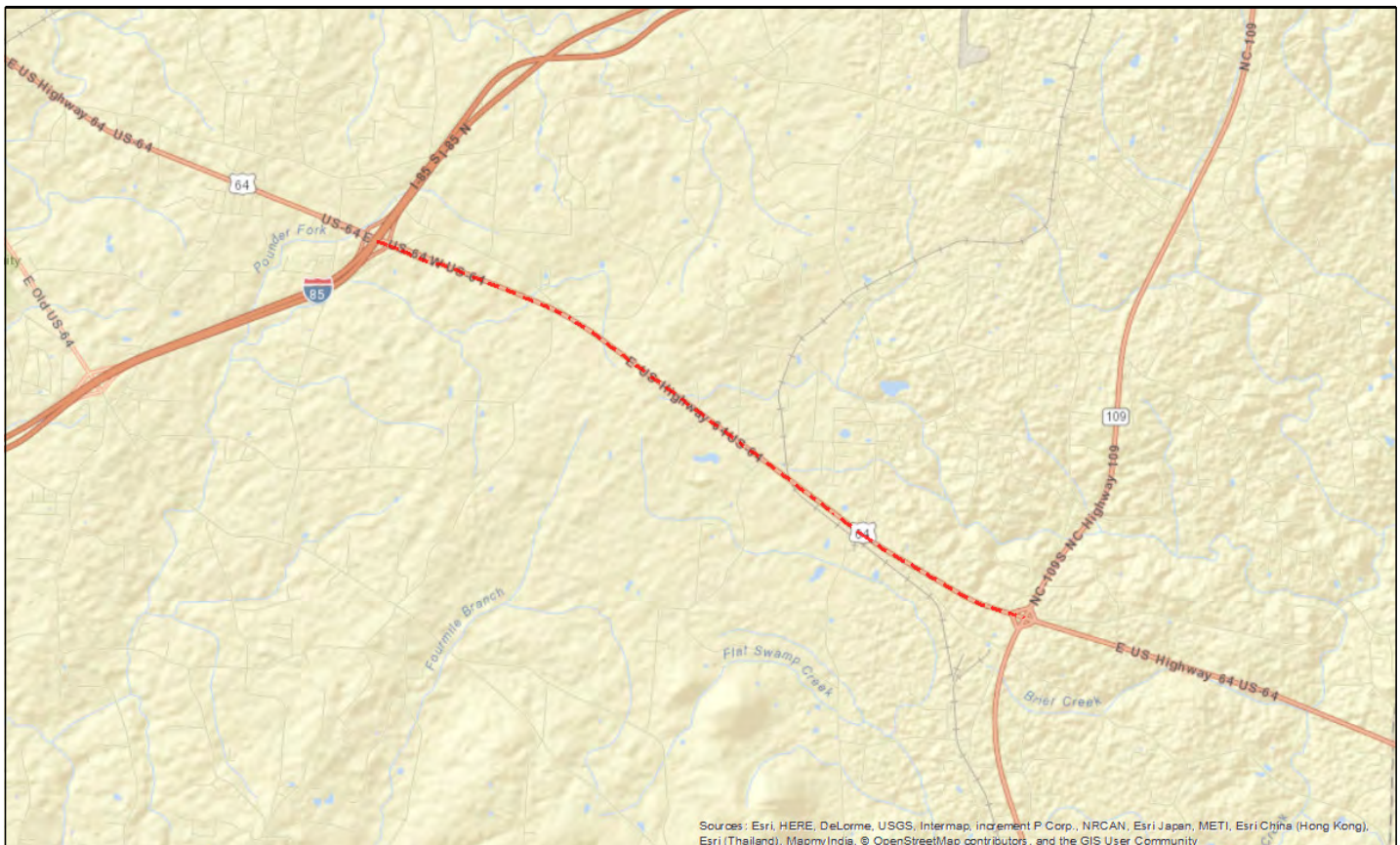
Widen to Multi-Lanes.

Division(s): Division 9

County(s): DAVIDSON

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Congestion SW (30%) In Progress Safety (15%) In Progress Economic Competitiveness (10%) In Progress Multimodal (5%) In Progress Freight (15%) In Progress Benefit-Cost SW & REG (25%) In Progress	N/A	N/A
Totals: Weight: 100% Weighted Score: 0		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (10%) In Progress Congestion REG (20%) In Progress Freight (10%) In Progress Benefit-Cost SW & REG (20%) In Progress	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.49		Accessibility / Connectivity	County Economic Indicator (50%)	222	
	Volume (SW 40%, REG 20%, DIV 0%)	9566.11			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	1300.5	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	57.33			Distance to Freight Terminal (20%)	15.67	
	Crash Severity (33%)	86.23		Multimodal	Distance to Multimodal Terminal (60%)	7.75	
	Critical Crash Rate (33%)	63.93			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	1	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	2	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	66	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	55
Length (miles):	5.25
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width (ft):	11
Paved Shoulder Width (ft):	2
Roadway has Curb & Gutter?	No
Volume (AADT):	8877.14
Volume (PADT):	9566.11
Peak ADT (PADT) Factor:	1.08
Capacity (vpd):	19342.16
Volume (PADT)/Capacity Ratio:	0.49
% Autos:	85%
% Trucks:	15%
Truck Volume (AADTT):	1300.5
Crash Density (seg):	57.33
Crash Severity (seg):	86.23
Critical Crash Rate (seg):	63.93
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	222
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	66

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	55
Length (miles):	5.25
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	330781.46
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Corn Products International
Distance to Freight Terminal (miles):	15.67
Nearest Multimodal Passenger Terminal :	Davidson County Airport
Distance to Multimodal Terminal (miles):	7.75
Does project upgrade how the roadway functions?	Yes
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 9

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 9	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$37,250,000	Cost Estimation Tool
Right-of-Way Cost:	\$12,716,000	Cost Estimation Tool
Utilities Cost:	\$1,526,000	Cost Estimation Tool
Total Project Cost:	\$51,492,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$51,492,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090061-CA

Mode: Highway

Status: Submitted

US-64

From/Cross Street: NC 109

Specific Improvement Type: 1 - Widen Existing Roadway

To: Randolph County Line

Project Category: Statewide Mobility

Length: 2.73

TIP#: R-2220CA

Fully Funded in Draft STIP? No

Cost to NCDOT: \$30,436,000

Description:

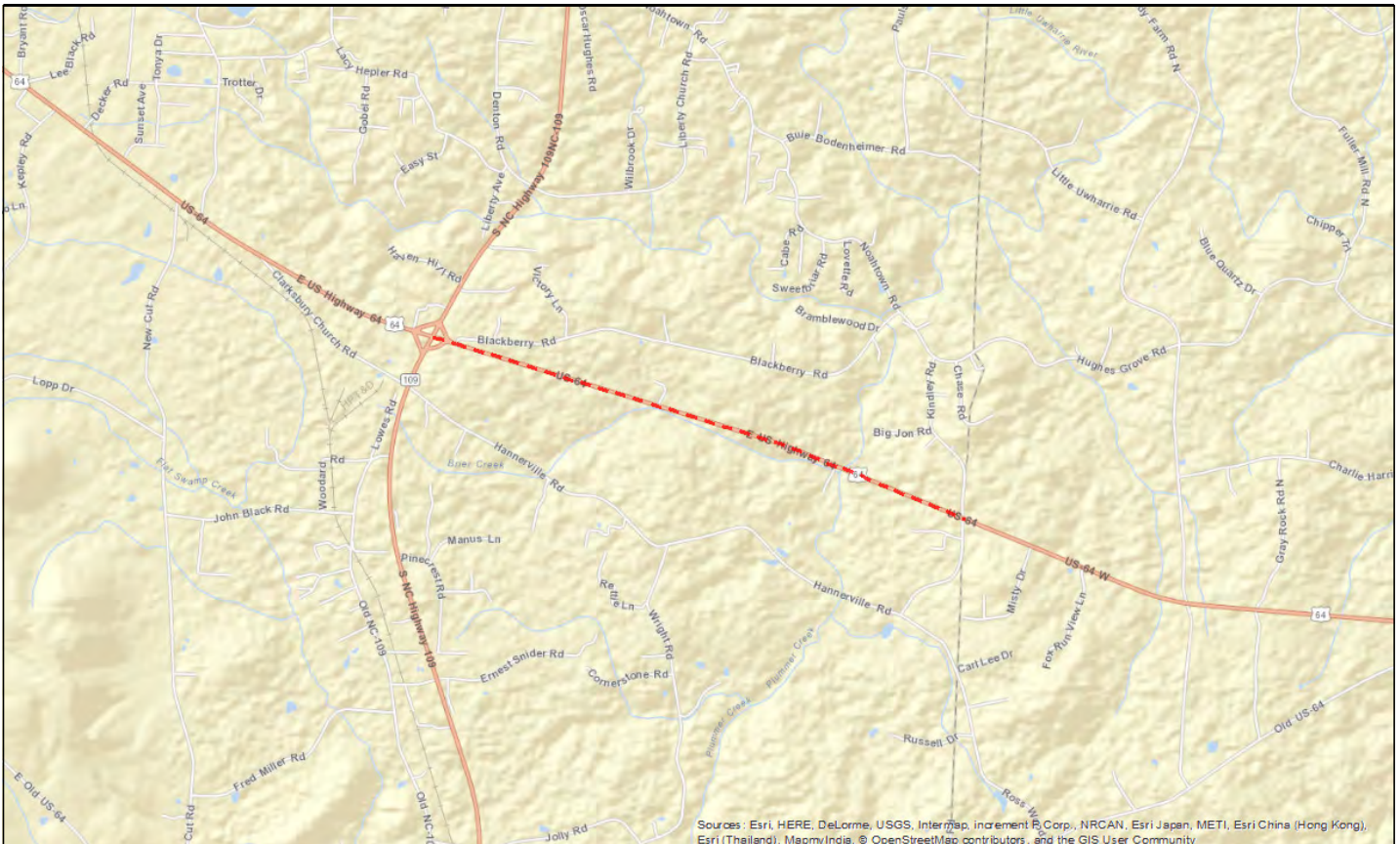
Widen to Multi-Lanes.

Division(s): Division 9

County(s): DAVIDSON

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Congestion SW (30%) In Progress Safety (15%) In Progress Economic Competitiveness (10%) In Progress Multimodal (5%) In Progress Freight (15%) In Progress Benefit-Cost SW & REG (25%) In Progress	N/A	N/A
Totals: Weight: 100% Weighted Score: 0		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (10%) In Progress Congestion REG (20%) In Progress Freight (10%) In Progress Benefit-Cost SW & REG (20%) In Progress	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.45		Accessibility / Connectivity	County Economic Indicator (50%)	222	
	Volume (SW 40%, REG 20%, DIV 0%)	7003.09			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	660.45	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	38.5			Distance to Freight Terminal (20%)	19.4	
	Crash Severity (33%)	84.65		Multimodal	Distance to Multimodal Terminal (60%)	11.95	
	Critical Crash Rate (33%)	53.87			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	1	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	0	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	68	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	55
Length (miles):	2.73
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width (ft):	11
Paved Shoulder Width (ft):	2
Roadway has Curb & Gutter?	No
Volume (AADT):	6242.47
Volume (PADT):	7003.09
Peak ADT (PADT) Factor:	1.12
Capacity (vpd):	15500
Volume (PADT)/Capacity Ratio:	0.45
% Autos:	89%
% Trucks:	11%
Truck Volume (AADTT):	660.45
Crash Density (seg):	38.5
Crash Severity (seg):	84.65
Critical Crash Rate (seg):	53.87
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	222
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	68

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	55
Length (miles):	2.73
Facility Type:	Multi-Lane Highway
Access Control:	Full
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	72478.92
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Corn Products International
Distance to Freight Terminal (miles):	19.4
Nearest Multimodal Passenger Terminal :	Davidson County Airport
Distance to Multimodal Terminal (miles):	11.95
Does project upgrade how the roadway functions?	Yes
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 9

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 9	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$19,370,000	Cost Estimation Tool
Right-of-Way Cost:	\$9,880,000	Cost Estimation Tool
Utilities Cost:	\$1,186,000	Cost Estimation Tool
Total Project Cost:	\$30,436,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$30,436,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090078-AB

Mode: Highway

Status: Submitted

NC-8

From/Cross Street: SR 2504 (Hunt Road)

Specific Improvement Type: 1 - Widen Existing Roadway

To: SR 2412 (Rothrock Road)

Project Category: Regional Impact

Length: 8.48

TIP#: HoldTank

Fully Funded in Draft STIP? No

Cost to NCDOT: \$69,592,000

Description:

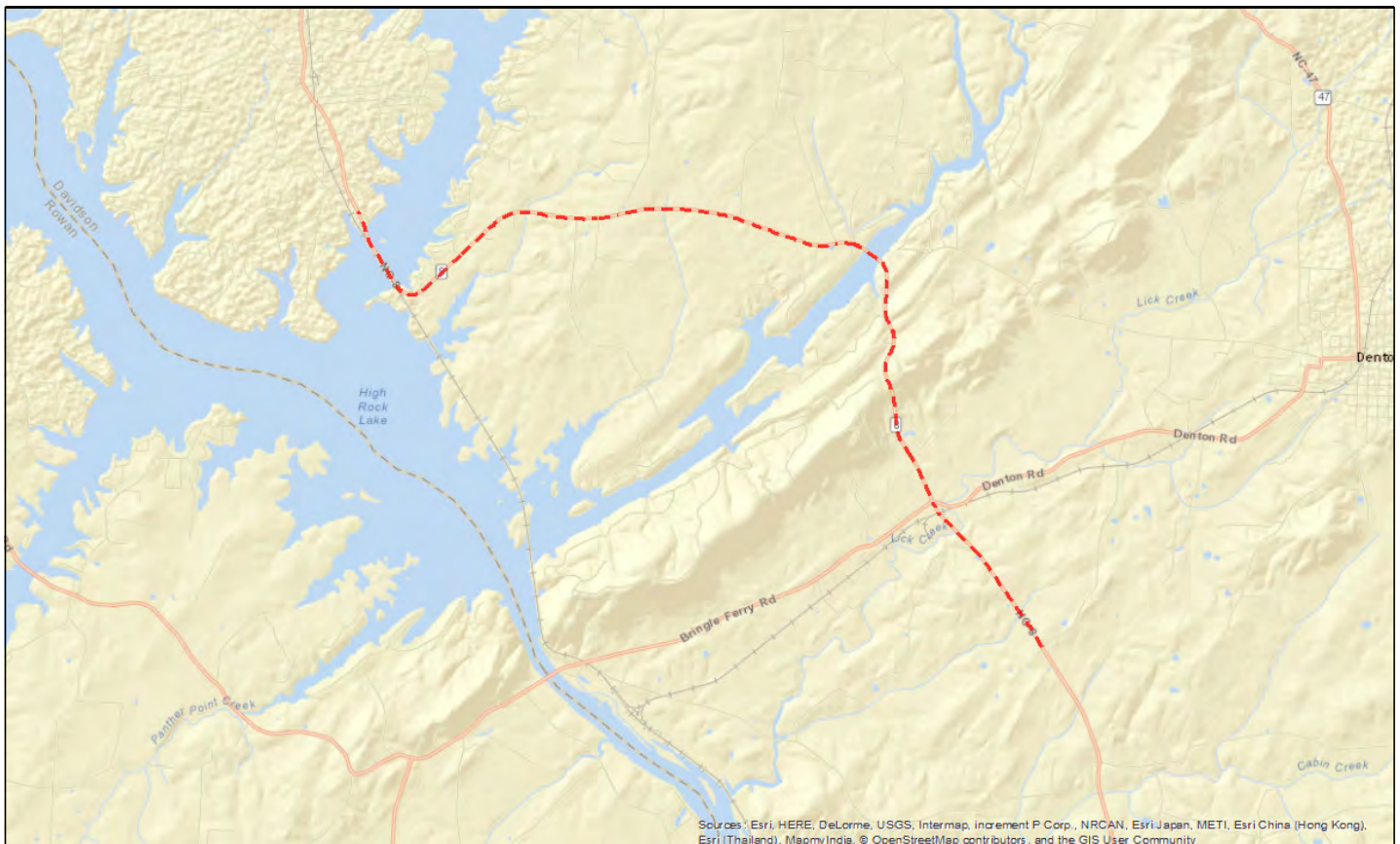
Widen to Multi-Lanes, Part on New Location

Division(s): Division 9

County(s): DAVIDSON

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
	N/A	N/A
Totals: Weight: 0% Weighted Score: 0		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (10%) In Progress Congestion REG (20%) In Progress Freight (10%) In Progress Benefit-Cost SW & REG (20%) In Progress	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.13		Accessibility / Connectivity	County Economic Indicator (50%)	222	
	Volume (SW 40%, REG 20%, DIV 0%)	2020.05			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	136.08	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	36.65			Distance to Freight Terminal (20%)	26.41	
	Crash Severity (33%)	88.32		Multimodal	Distance to Multimodal Terminal (60%)	9.26	
	Critical Crash Rate (33%)	68.58			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	2	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	0	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	67	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	55
Length (miles):	8.48
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Rolling
Lane Width (ft):	10
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	1814.33
Volume (PADT):	2020.05
Peak ADT (PADT) Factor:	1.11
Capacity (vpd):	15500
Volume (PADT)/Capacity Ratio:	0.13
% Autos:	92%
% Trucks:	8%
Truck Volume (AADTT):	136.08
Crash Density (seg):	36.65
Crash Severity (seg):	88.32
Critical Crash Rate (seg):	68.58
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	222
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	67

Project Benefits

Project Cross-Section:	5A - 4 Lane with Two Way Left Turn Lane, Curb & Gutter, and Sidewalks
Speed Limit (mph):	45
Length (miles):	8.48
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
TerrainType:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	0
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	-2261836.32
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Corn Products International
Distance to Freight Terminal (miles):	26.41
Nearest Multimodal Passenger Terminal :	Davidson County Airport
Distance to Multimodal Terminal (miles):	9.26
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	High Point Urban Area MPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 9	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$61,855,000	Cost Estimation Tool
Right-of-Way Cost:	\$6,908,000	Cost Estimation Tool
Utilities Cost:	\$829,000	Cost Estimation Tool
Total Project Cost:	\$69,592,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$69,592,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090078-BA

Mode: Highway

Status: Submitted

NC-8 (Cotton Grove Road)

From/Cross Street: SR 2412 (Rothrock Road)

Specific Improvement Type: 1 - Widen Existing Roadway

To: SR 1115 (Wrenn Road)

Project Category: Regional Impact

Length: 4.52

TIP#: HoldTank

Fully Funded in Draft STIP? No

Cost to NCDOT: \$37,039,000

Description:

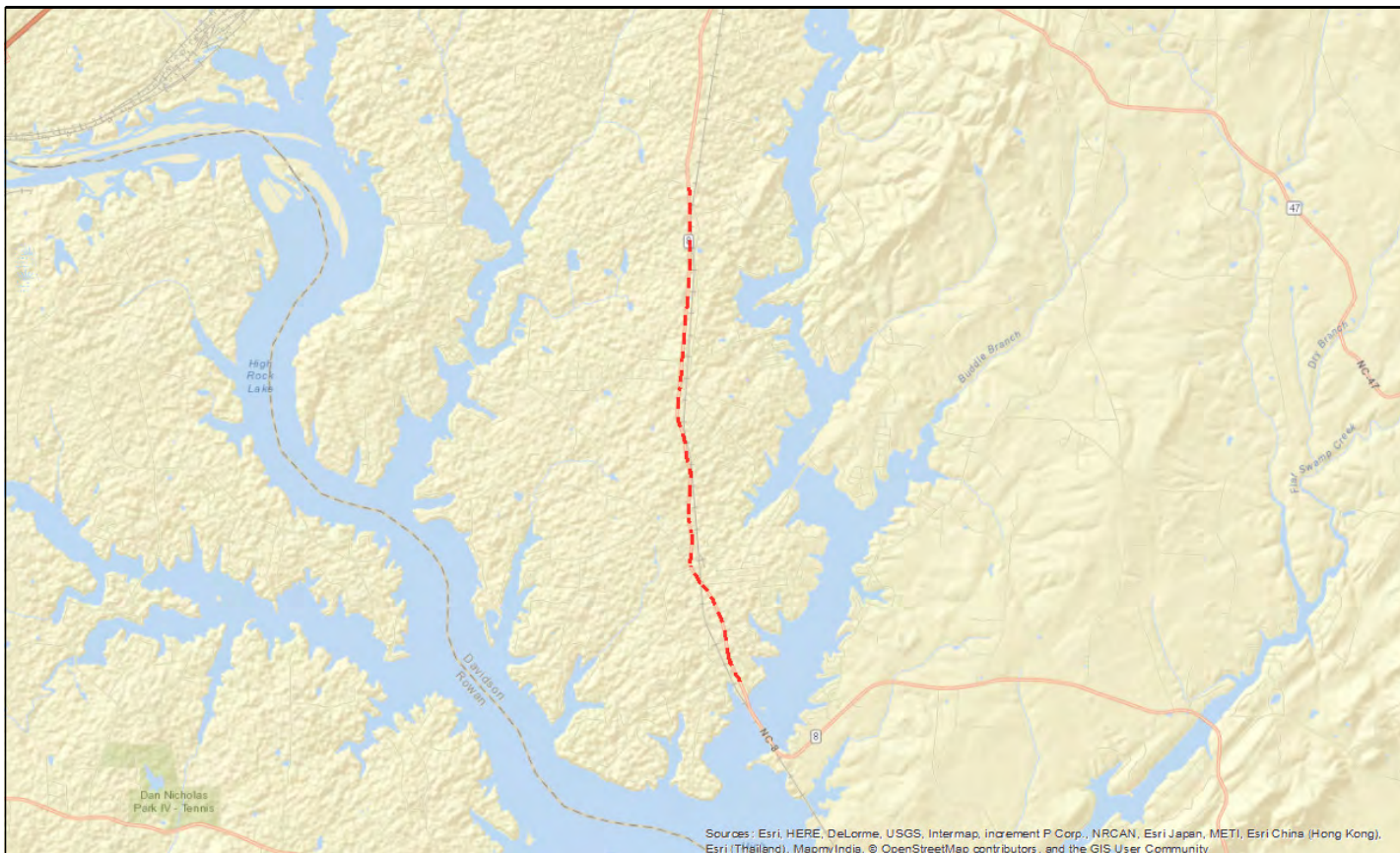
Widen to Multi-Lanes, Part on New Location

Division(s): Division 9

County(s): DAVIDSON

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
	N/A	N/A
Totals: Weight: 0% Weighted Score: 0		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (10%) In Progress Congestion REG (20%) In Progress Freight (10%) In Progress Benefit-Cost SW & REG (20%) In Progress	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress Safety (10%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.36		Accessibility / Connectivity	County Economic Indicator (50%)	222	
	Volume (SW 40%, REG 20%, DIV 0%)	5585.17			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	397.99	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	52.86			Distance to Freight Terminal (20%)	22.15	
	Crash Severity (33%)	95.98		Multimodal	Distance to Multimodal Terminal (60%)	5.08	
	Critical Crash Rate (33%)	68.7			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	1	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	2	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	59	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	55
Length (miles):	4.52
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Rolling
Lane Width (ft):	11
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	5385.48
Volume (PADT):	5585.17
Peak ADT (PADT) Factor:	1.04
Capacity (vpd):	15500
Volume (PADT)/Capacity Ratio:	0.36
% Autos:	93%
% Trucks:	7%
Truck Volume (AADTT):	397.99
Crash Density (seg):	52.86
Crash Severity (seg):	95.98
Critical Crash Rate (seg):	68.7
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	222
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	59

Project Benefits

Project Cross-Section:	5A - 4 Lane with Two Way Left Turn Lane, Curb & Gutter, and Sidewalks
Speed Limit (mph):	35
Length (miles):	4.52
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
TerrainType:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	-5483021.4
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) – DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Corn Products International
Distance to Freight Terminal (miles):	22.15
Nearest Multimodal Passenger Terminal :	Davidson County Airport
Distance to Multimodal Terminal (miles):	5.08
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	High Point Urban Area MPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 9	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$31,030,000	Cost Estimation Tool
Right-of-Way Cost:	\$5,365,000	Cost Estimation Tool
Utilities Cost:	\$644,000	Cost Estimation Tool
Total Project Cost:	\$37,039,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$37,039,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090138-CA

Mode: Highway

Status: Submitted

NC-109

From/Cross Street: North of SR 1756 (Old Greensboro Road)

Specific Improvement Type: 6 - Widen Existing Roadway and Construct Part on New Location

To: North of Motsinger Road

Project Category: Regional Impact

Length: 5.07

TIP#: R-2568C

Fully Funded in Draft STIP? No

Cost to NCDOT: \$84,131,000

Description:

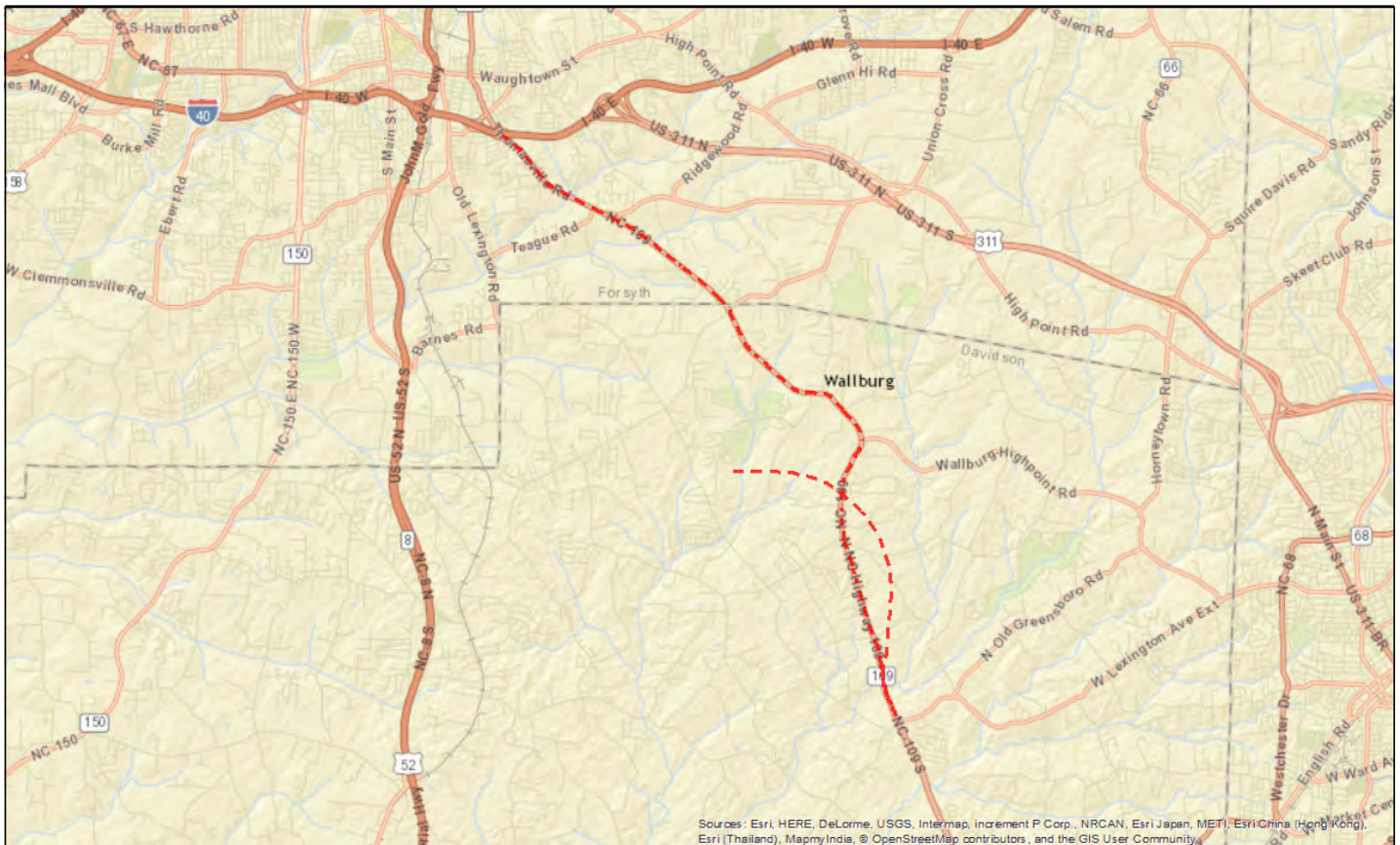
Widen to Multi-Lanes with Bypass of Wallburg, Part on New Location

Division(s): Division 9

County(s): DAVIDSON

MPOS(s)/RPO(s): High Point Urban Area MPO, Winston Salem Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (10%) In Progress Congestion REG (20%) In Progress Freight (10%) In Progress Benefit-Cost SW & REG (20%) In Progress	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.58		Accessibility / Connectivity	County Economic Indicator (50%)	222	
	Volume (SW 40%, REG 20%, DIV 0%)	9326.08			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	327.31	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	47.81			Distance to Freight Terminal (20%)	1.72	
	Crash Severity (33%)	85.83		Multimodal	Distance to Multimodal Terminal (60%)	2.34	
	Critical Crash Rate (33%)	76.95			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	1	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	4	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	88	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	New Roadway
Speed Limit (mph):	49
Length (miles):	11.19
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width (ft):	11
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	8774.96
Volume (PADT):	9326.08
Peak ADT (PADT) Factor:	1.06
Capacity (vpd):	16047.38
Volume (PADT)/Capacity Ratio:	0.58
% Autos:	96%
% Trucks:	4%
Truck Volume (AADTT):	327.31
Crash Density (seg):	47.81
Crash Severity (seg):	85.83
Critical Crash Rate (seg):	76.95
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	222
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	88

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	55
Length (miles):	5.07
Facility Type:	Multi-Lane Highway
Access Control:	Limited
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	10576831.86
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Corn Products International
Distance to Freight Terminal (miles):	1.72
Nearest Multimodal Passenger Terminal :	Winston-Salem State University Amtrak Bus Station
Distance to Multimodal Terminal (miles):	2.34
Does project upgrade how the roadway functions?	Yes
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 9

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 9	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	96%	0	0
Winston Salem Urban Area MPO	4%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$65,892,000	Cost Estimation Tool
Right-of-Way Cost:	\$16,285,000	Cost Estimation Tool
Utilities Cost:	\$1,954,000	Cost Estimation Tool
Total Project Cost:	\$84,131,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$84,131,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090241-B

Mode: Highway

Status: Submitted

US-64

From/Cross Street: Davie County Line

Specific Improvement Type: 1 - Widen Existing Roadway

To: US 52 in Lexington

Project Category: Regional Impact

Length: 6.23

TIP#: R-3602B

Fully Funded in Draft STIP? No

Cost to NCDOT: \$58,975,000

Description:

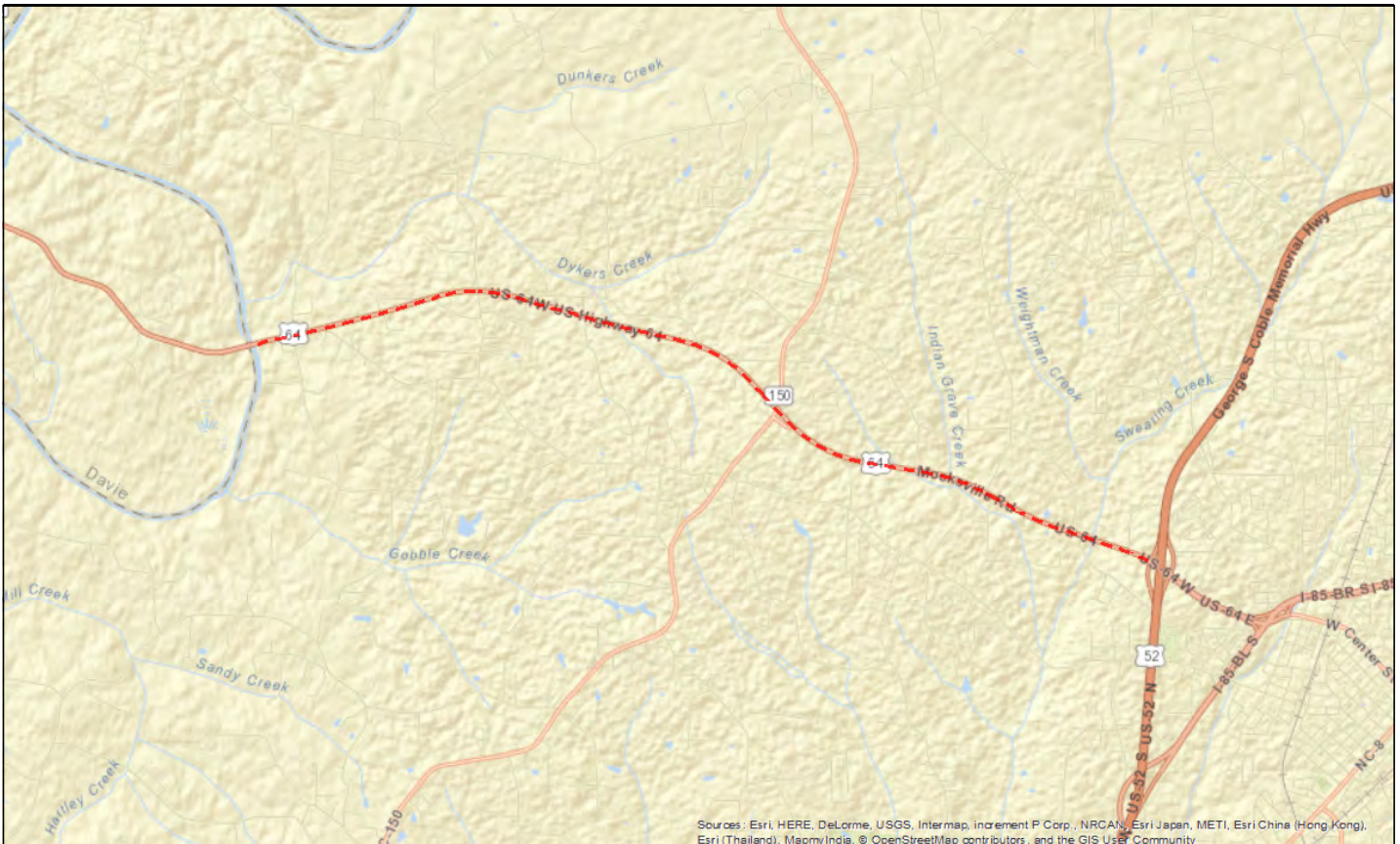
US 601 South of Mocksville to US 52 in Lexington. Widen to Multi-Lanes and Upgrade interchange at US 52. Section B: US 64 from Davie County Line to US 52 in Lexington.

Division(s): Division 9

County(s): DAVIDSON

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (10%) In Progress Congestion REG (20%) In Progress Freight (10%) In Progress Benefit-Cost SW & REG (20%) In Progress	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.5		Accessibility / Connectivity	County Economic Indicator (50%)	222	
	Volume (SW 40%, REG 20%, DIV 0%)	7979.46			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	856.87	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	41.66			Distance to Freight Terminal (20%)	13.61	
	Crash Severity (33%)	92.13		Multimodal	Distance to Multimodal Terminal (60%)	4.46	
	Critical Crash Rate (33%)	46.99			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	1	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	2	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	99	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	55
Length (miles):	6.23
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width (ft):	11
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	7386.78
Volume (PADT):	7979.46
Peak ADT (PADT) Factor:	1.08
Capacity (vpd):	15841.39
Volume (PADT)/Capacity Ratio:	0.5
% Autos:	88%
% Trucks:	12%
Truck Volume (AADTT):	856.87
Crash Density (seg):	41.66
Crash Severity (seg):	92.13
Critical Crash Rate (seg):	46.99
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	222
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	99

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	55
Length (miles):	6.23
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
TerrainType:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	326447.96
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) – DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Corn Products International
Distance to Freight Terminal (miles):	13.61
Nearest Multimodal Passenger Terminal :	Davidson County Airport
Distance to Multimodal Terminal (miles):	4.46
Does project upgrade how the roadway functions?	Yes
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 9

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 9	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$44,203,000	Cost Estimation Tool
Right-of-Way Cost:	\$13,189,000	Cost Estimation Tool
Utilities Cost:	\$1,583,000	Cost Estimation Tool
Total Project Cost:	\$58,975,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$58,975,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090294

Mode: Highway

Status: Submitted

NC-109

From/Cross Street: I-85 in Thomasville

Specific Improvement Type: 1 - Widen Existing Roadway

To: NC 47 in Denton

Project Category: Regional Impact

Length: 16.25

TIP#: R-4734

Fully Funded in Draft STIP? No

Cost to NCDOT: \$133,435,000

Description:

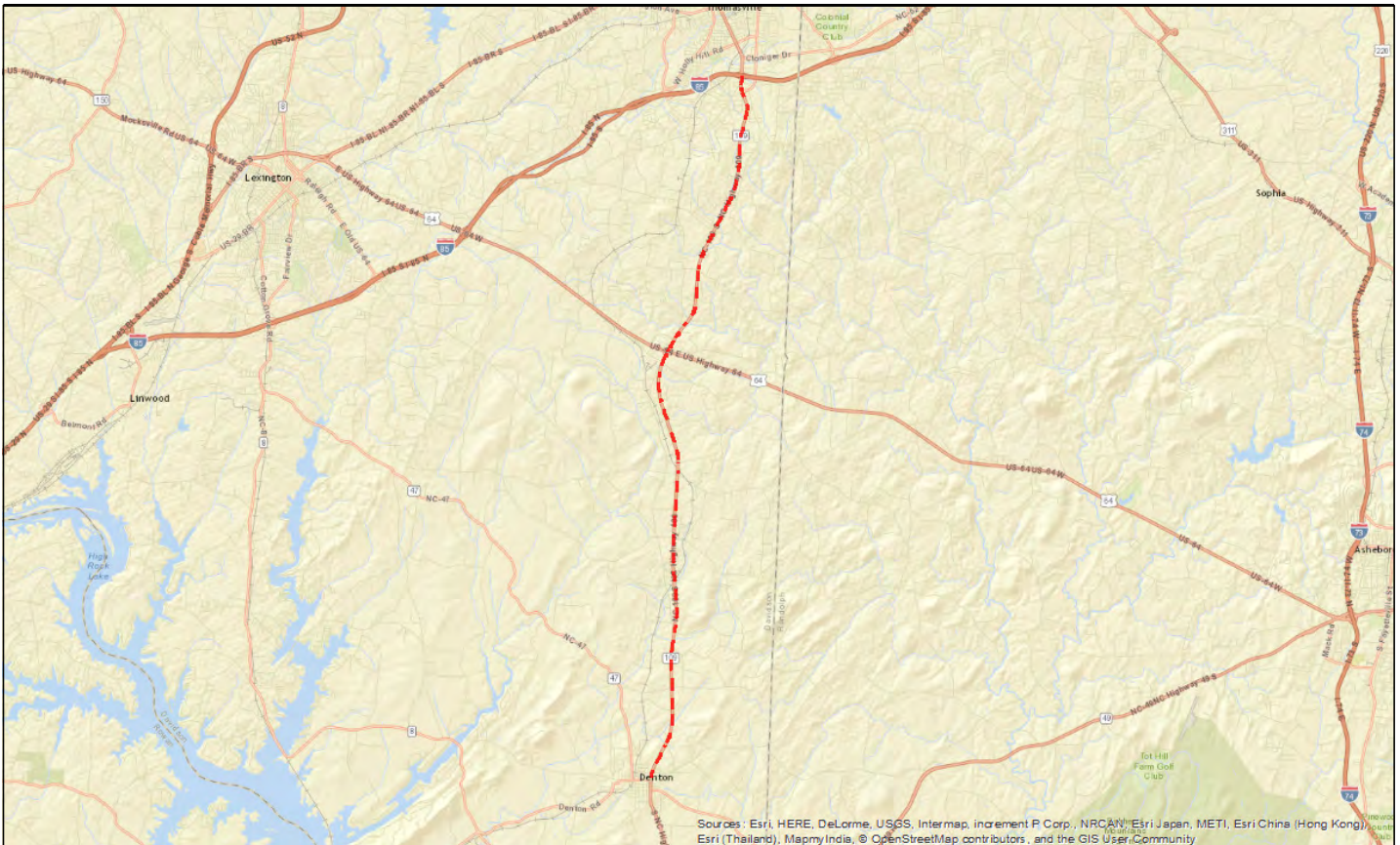
Widen to Multi-Lanes. Sidewalks within Denton town Limits.

Division(s): Division 9

County(s): DAVIDSON

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (10%) In Progress Congestion REG (20%) In Progress Freight (10%) In Progress Benefit-Cost SW & REG (20%) In Progress	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.55		Accessibility / Connectivity	County Economic Indicator (50%)	222	
	Volume (SW 40%, REG 20%, DIV 0%)	8942.45			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	578.11	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	44.58			Distance to Freight Terminal (20%)	14.78	
	Crash Severity (33%)	86.07		Multimodal	Distance to Multimodal Terminal (60%)	7.21	
	Critical Crash Rate (33%)	45.56			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	1	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	0	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	90	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	54
Length (miles):	16.25
Facility Type:	Two Lane Highway
Access Control:	Partial
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width (ft):	11
Paved Shoulder Width (ft):	4
Roadway has Curb & Gutter?	No
Volume (AADT):	8526.62
Volume (PADT):	8942.45
Peak ADT (PADT) Factor:	1.05
Capacity (vpd):	16401.08
Volume (PADT)/Capacity Ratio:	0.55
% Autos:	93%
% Trucks:	7%
Truck Volume (AADTT):	578.11
Crash Density (seg):	44.58
Crash Severity (seg):	86.07
Critical Crash Rate (seg):	45.56
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	222
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	90

Project Benefits

Project Cross-Section:	4C - 4 Lane Divided (23' Raised Median) with Curb & Gutter, Wide Outside Lanes, and Sidewalks
Speed Limit (mph):	45
Length (miles):	16.25
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Minor Collector
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	-2601325.94
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Corn Products International
Distance to Freight Terminal (miles):	14.78
Nearest Multimodal Passenger Terminal :	High Point Transit Center
Distance to Multimodal Terminal (miles):	7.21
Does project upgrade how the roadway functions?	Yes
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 9

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 9	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$132,082,000	Cost Estimation Tool
Right-of-Way Cost:	\$1,208,000	Cost Estimation Tool
Utilities Cost:	\$145,000	Cost Estimation Tool
Total Project Cost:	\$133,435,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$133,435,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090328-A

Mode: Highway

Status: Submitted

SR-1486, SR-1421 (Greensboro-High Point Road)

From/Cross Street: US 311 Bypass

Specific Improvement Type: 5 - Construct Roadway on New Location

To: SR 4228 (Vickrey Chapel Road)

Project Category: Division Needs

Length: 3.69

TIP#: U-2412A

Fully Funded in Draft STIP? No

Cost to NCDOT: \$65,813,000

Description:

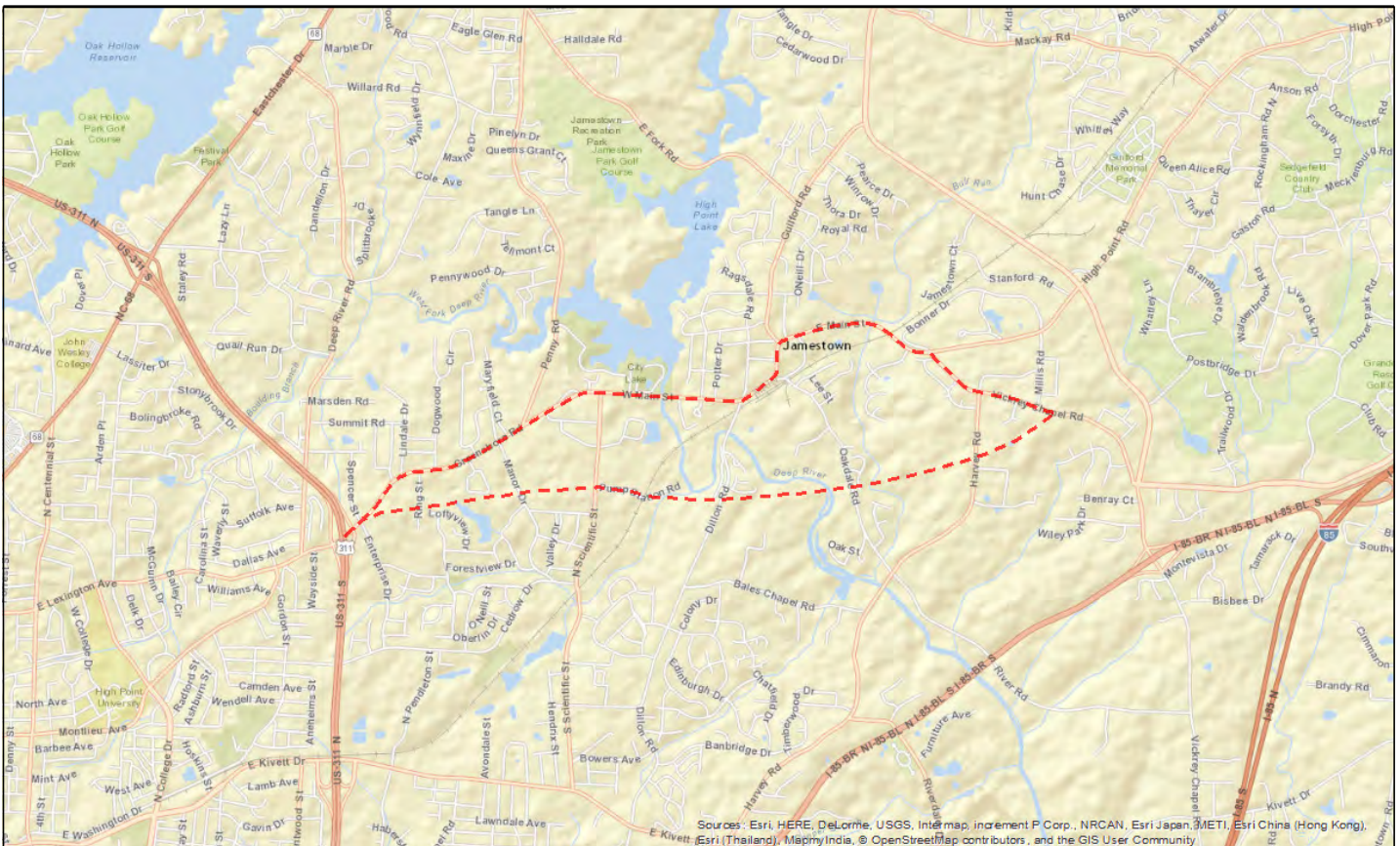
Widen to Multi-Lanes, Part on New Location

Division(s): Division 7

County(s): GUILFORD

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.7		Accessibility / Connectivity	County Economic Indicator (50%)	253	
	Volume (SW 40%, REG 20%, DIV 0%)	11482,3			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	295.58	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	55.5			Distance to Freight Terminal (20%)	5.09	
	Crash Severity (33%)	61.57		Multimodal	Distance to Multimodal Terminal (60%)	2.52	
	Critical Crash Rate (33%)	63.48			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	2	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	0	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	86	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	New Roadway
Speed Limit (mph):	35
Length (miles):	4.12
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width (ft):	10
Paved Shoulder Width (ft):	5
Roadway has Curb & Gutter?	No
Volume (AADT):	11070.38
Volume (PADT):	11482.3
Peak ADT (PADT) Factor:	1.04
Capacity (vpd):	16410.52
Volume (PADT)/Capacity Ratio:	0.7
% Autos:	97%
% Trucks:	3%
Truck Volume (AADTT):	295.58
Crash Density (seg):	55.5
Crash Severity (seg):	61.57
Critical Crash Rate (seg):	63.48
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	253
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	86

Project Benefits

Project Cross-Section:	4B - 4 Lane Divided (23' Raised Median) with Paved Shoulders and Sidewalks
Speed Limit (mph):	35
Length (miles):	3.69
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	4178488.53
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Piedmont Triad Inland Terminal
Distance to Freight Terminal (miles):	5.09
Nearest Multimodal Passenger Terminal :	High Point Amtrak Rail Station
Distance to Multimodal Terminal (miles):	2.52
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 7

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership

Division

Division	Percent	Regional Impact Points	Division Needs Points
Division 7	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$57,482,000	Cost Estimation Tool
Right-of-Way Cost:	\$7,438,000	Cost Estimation Tool
Utilities Cost:	\$893,000	Cost Estimation Tool
Total Project Cost:	\$65,813,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$65,813,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090341

Mode: Highway

Status: Submitted

(New Route)

From/Cross Street: I-85 Business/US 29/52/70

Specific Improvement Type: 5 - Construct Roadway on New Location

To: SR 2212 (Fairview Road)

Project Category: Regional Impact

Length: 2.81

TIP#: U-2545

Fully Funded in Draft STIP? No

Cost to NCDOT: \$60,759,000

Description:

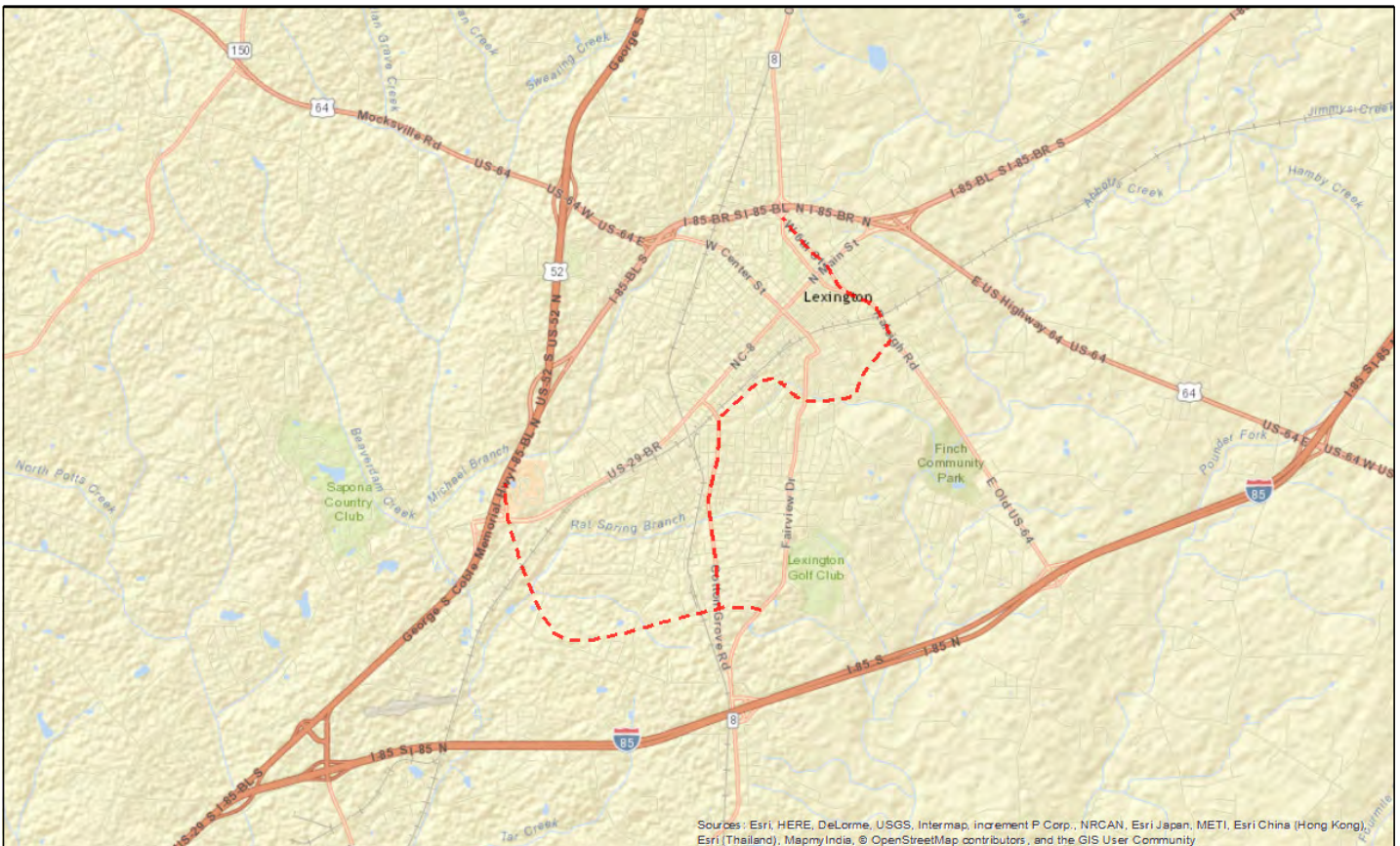
Construct Multi-Lanes on New Location

Division(s): Division 9

County(s): DAVIDSON

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
	N/A	N/A
Totals: Weight: 0% Weighted Score: 0		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (10%) In Progress Congestion REG (20%) In Progress Freight (10%) In Progress Benefit-Cost SW & REG (20%) In Progress	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.46	
	Volume (SW 40%, REG 20%, DIV 0%)	10210.16	
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)		
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)		
Safety (Segments)	Crash Density (33%)	39.58	
	Crash Severity (33%)	67.38	
	Critical Crash Rate (33%)	70.99	
Safety (Intersections)	Crash Frequency (50%)		
	Severity Index (50%)		
Economic Competitiveness	%Change in Economy (50%)		
	Long-term Jobs (50%)		

Criteria	Measure	Raw Value	Scaled value
Accessibility / Connectivity	County Economic Indicator (50%)	222	
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	418.2	
	Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
	Distance to Freight Terminal (20%)	16.14	
Multimodal	Distance to Multimodal Terminal (60%)	1.88	
	Volume/Capacity on Route near Multimodal Terminal (40%)		
Lane Width	Lane Width Difference (100%)	2	
Shoulder Width	Paved Shoulder Width Difference (100%)	0	
Pavement Condition	Pavement Condition Rating (100%)	56	

Project Data***Existing Conditions**

Existing Cross-Section:	New Roadway
Speed Limit (mph):	36
Length (miles):	4.4
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width (ft):	10
Paved Shoulder Width (ft):	4
Roadway has Curb & Gutter?	Yes
Volume (AADT):	9703
Volume (PADT):	10210,16
Peak ADT (PADT) Factor:	1.05
Capacity (vpd):	22219,3
Volume (PADT)/Capacity Ratio:	0,46
% Autos:	96%
% Trucks:	4%
Truck Volume (AADTT):	418,2
Crash Density (seg):	39,58
Crash Severity (seg):	67,38
Critical Crash Rate (seg):	70,99
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	222
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	56

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	45
Length (miles):	2,81
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Minor Arterial
TerrainType:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	8176719,59
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) – DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Corn Products International
Distance to Freight Terminal (miles):	16,14
Nearest Multimodal Passenger Terminal :	Davidson County Airport
Distance to Multimodal Terminal (miles):	1,88
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 9

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 9	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$38,085,000	Cost Estimation Tool
Right-of-Way Cost:	\$20,245,000	Cost Estimation Tool
Utilities Cost:	\$2,429,000	Cost Estimation Tool
Total Project Cost:	\$60,759,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$60,759,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090406

Mode: Highway

Status: Submitted

SR-1595, SR-1216 (Surrett Drive)

From/Cross Street: Eden Terrace

Specific Improvement Type: 1 - Widen Existing Roadway

To: Market Center Drive

Project Category: Division Needs

Length: 1.24

TIP#: U-3432

Fully Funded in Draft STIP? No

Cost to NCDOT: \$14,076,000

Description:

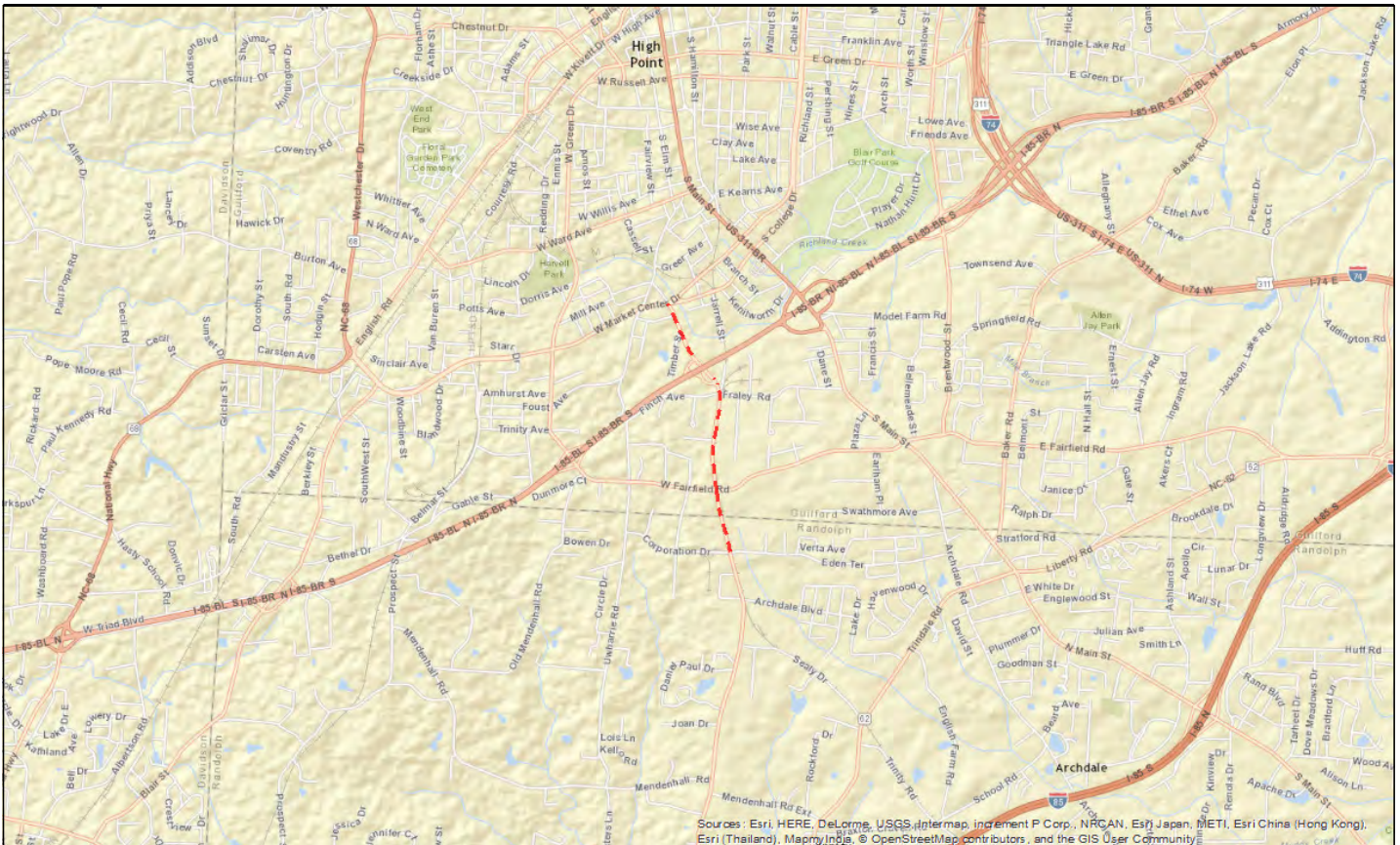
Eden Terrace to Market Center Drive. Widen to Multi-Lanes.

Division(s): Division 7, Division 8

County(s): GUILFORD, RANDOLPH

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.45		Accessibility / Connectivity	County Economic Indicator (50%)	253	
	Volume (SW 40%, REG 20%, DIV 0%)	7478.68			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	0	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	33.3			Distance to Freight Terminal (20%)	9.81	
	Crash Severity (33%)	33.3		Multimodal	Distance to Multimodal Terminal (60%)	1.34	
	Critical Crash Rate (33%)	33.49			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	0	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	2	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	62	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	35
Length (miles):	1.24
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	Yes
Volume (AADT):	6965.33
Volume (PADT):	7478.68
Peak ADT (PADT) Factor:	1.07
Capacity (vpd):	16661.47
Volume (PADT)/Capacity Ratio:	0.45
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Crash Density (seg):	33.3
Crash Severity (seg):	33.3
Critical Crash Rate (seg):	33.49
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	253
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	62

Project Benefits

Project Cross-Section:	4C - 4 Lane Divided (23' Raised Median) with Curb & Gutter, Wide Outside Lanes, and Sidewalks
Speed Limit (mph):	35
Length (miles):	1.24
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	96023.89
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Piedmont Triad Inland Terminal
Distance to Freight Terminal (miles):	9.81
Nearest Multimodal Passenger Terminal :	High Point Transit Center
Distance to Multimodal Terminal (miles):	1.34
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 7

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 7	84%	0	0
Division 8	16%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$11,870,000	Cost Estimation Tool
Right-of-Way Cost:	\$1,970,000	Cost Estimation Tool
Utilities Cost:	\$236,000	Cost Estimation Tool
Total Project Cost:	\$14,076,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$14,076,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090407

Mode: Highway

Status: Submitted

NC-610 (East Fairfield Road)

From/Cross Street: US 311 (South Main Street)

Specific Improvement Type: 1 - Widen Existing Roadway

To: NC 62 (Liberty Street)

Project Category: Regional Impact

Length: 2.12

TIP#: U-3433

Fully Funded in Draft STIP? No

Cost to NCDOT: \$28,408,000

Description:

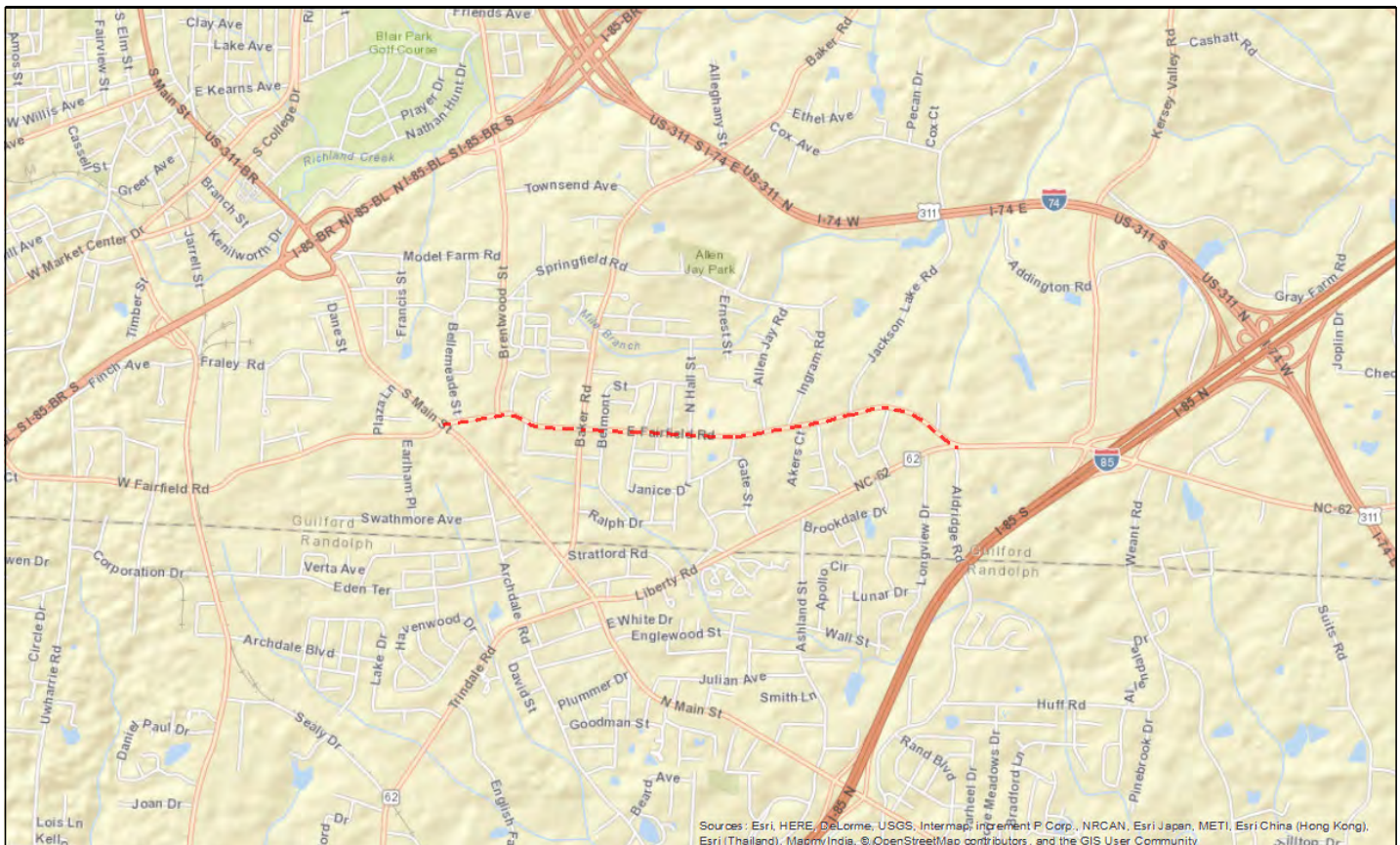
US 311 (South Main Street) to NC 62 (Liberty Street). Widen to Multi-Lanes.

Division(s): Division 7

County(s): GUILFORD

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (10%) In Progress Congestion REG (20%) In Progress Freight (10%) In Progress Benefit-Cost SW & REG (20%) In Progress	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.43		Accessibility / Connectivity	County Economic Indicator (50%)	253	
	Volume (SW 40%, REG 20%, DIV 0%)	7423.92			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	311.08	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	41.65			Distance to Freight Terminal (20%)	9.61	
	Crash Severity (33%)	75.2		Multimodal	Distance to Multimodal Terminal (60%)	2.61	
	Critical Crash Rate (33%)	83.21			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	1	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	2	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	64	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	35
Length (miles):	2.12
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width (ft):	11
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	6928.27
Volume (PADT):	7423.92
Peak ADT (PADT) Factor:	1.07
Capacity (vpd):	17410.86
Volume (PADT)/Capacity Ratio:	0.43
% Autos:	96%
% Trucks:	4%
Truck Volume (AADTT):	311.08
Crash Density (seg):	41.65
Crash Severity (seg):	75.2
Critical Crash Rate (seg):	83.21
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	253
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	64

Project Benefits

Project Cross-Section:	4C - 4 Lane Divided (23' Raised Median) with Curb & Gutter, Wide Outside Lanes, and Sidewalks
Speed Limit (mph):	35
Length (miles):	2.12
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	109104.51
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Piedmont Triad Inland Terminal
Distance to Freight Terminal (miles):	9.61
Nearest Multimodal Passenger Terminal :	High Point Amtrak Rail Station
Distance to Multimodal Terminal (miles):	2.61
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 7

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 7	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$20,294,000	Cost Estimation Tool
Right-of-Way Cost:	\$7,245,000	Cost Estimation Tool
Utilities Cost:	\$869,000	Cost Estimation Tool
Total Project Cost:	\$28,408,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$28,408,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090431-A

Mode: Highway

Status: Submitted

SR-1003, SR-1820 (Skeet Club Road)

From/Cross Street: US 311

Specific Improvement Type: 1 - Widen Existing Roadway

To: East of SR 1818 (Johnson Street)

Project Category: Division Needs

Length: 3.82

TIP#: U-3615A

Fully Funded in Draft STIP? No

Cost to NCDOT: \$46,071,000

Description:

Widen to Multi-Lanes

Division(s): Division 7, Division 9

County(s): GUILFORD, FORSYTH

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.4		Accessibility / Connectivity	County Economic Indicator (50%)	253	
	Volume (SW 40%, REG 20%, DIV 0%)	6515.44			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	370.52	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	46.25			Distance to Freight Terminal (20%)	5.26	
	Crash Severity (33%)	99.87		Multimodal	Distance to Multimodal Terminal (60%)	3.45	
	Critical Crash Rate (33%)	58.88			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	0	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	0	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	60	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	45
Length (miles):	3.82
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width (ft):	12
Paved Shoulder Width (ft):	3
Roadway has Curb & Gutter?	No
Volume (AADT):	6114.15
Volume (PADT):	6515.44
Peak ADT (PADT) Factor:	1.07
Capacity (vpd):	16400.82
Volume (PADT)/Capacity Ratio:	0.4
% Autos:	94%
% Trucks:	6%
Truck Volume (AADTT):	370.52
Crash Density (seg):	46.25
Crash Severity (seg):	99.87
Critical Crash Rate (seg):	58.88
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	253
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	60

Project Benefits

Project Cross-Section:	4C - 4 Lane Divided (23' Raised Median) with Curb & Gutter, Wide Outside Lanes, and Sidewalks
Speed Limit (mph):	45
Length (miles):	3.82
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Piedmont Triad Inland Terminal
Distance to Freight Terminal (miles):	5.26
Nearest Multimodal Passenger Terminal :	High Point Transit Center
Distance to Multimodal Terminal (miles):	3.45
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 7

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 7	91%	0	0
Division 9	9%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$39,793,000	Cost Estimation Tool
Right-of-Way Cost:	\$5,605,000	Cost Estimation Tool
Utilities Cost:	\$673,000	Cost Estimation Tool
Total Project Cost:	\$46,071,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$46,071,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090453-A

Mode: Highway

Status: Submitted

SR-1556 (Gallimore Dairy Road)

From/Cross Street: NC 68

Specific Improvement Type: 1 - Widen Existing Roadway

To: I-40

Project Category: Division Needs

Length: 1.32

TIP#: HoldTank

Fully Funded in Draft STIP? No

Cost to NCDOT: \$15,100,000

Description:

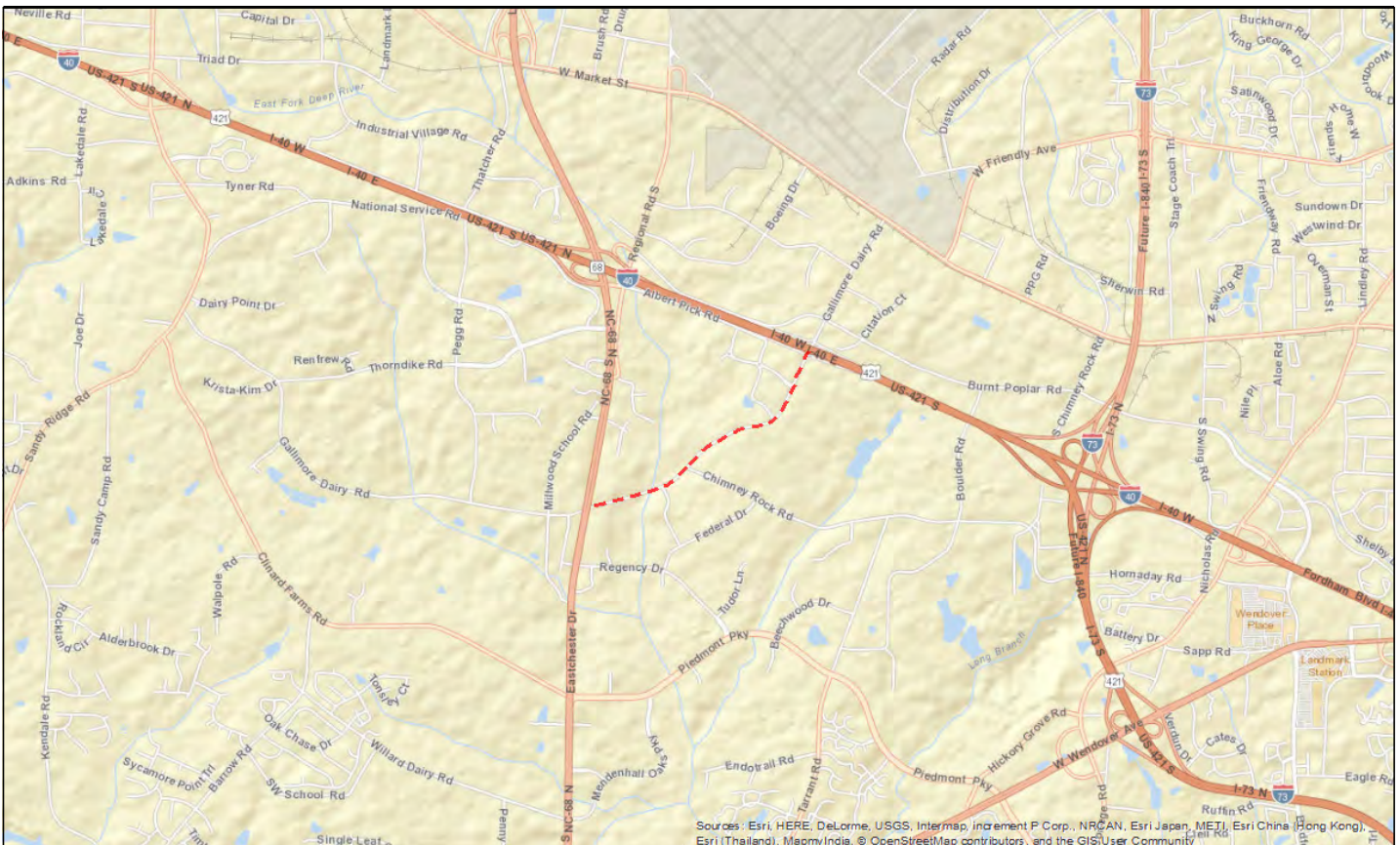
Widen to 4 lanes divided

Division(s): Division 7

County(s): GUILFORD

MPOS(s)/RPO(s): Greensboro Urban Area MPO, High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.74		Accessibility / Connectivity	County Economic Indicator (50%)	253	
	Volume (SW 40%, REG 20%, DIV 0%)	14113.76			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	0	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	97.8			Distance to Freight Terminal (20%)	0.8	
	Crash Severity (33%)	78.79		Multimodal	Distance to Multimodal Terminal (60%)	3.29	
	Critical Crash Rate (33%)	76.01			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	0	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	0	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	98	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	39
Length (miles):	1.32
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width (ft):	12
Paved Shoulder Width (ft):	4
Roadway has Curb & Gutter?	No
Volume (AADT):	14000
Volume (PADT):	14113.76
Peak ADT (PADT) Factor:	1.01
Capacity (vpd):	18971.81
Volume (PADT)/Capacity Ratio:	0.74
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Crash Density (seg):	97.8
Crash Severity (seg):	78.79
Critical Crash Rate (seg):	76.01
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	253
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	98

Project Benefits

Project Cross-Section:	4D - 4 Lane Divided (23' Raised Median) with Curb & Gutter, Bike Lanes, and Sidewalks
Speed Limit (mph):	39
Length (miles):	1.32
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	986115.49
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Petroleum Pipeline Terminal - Greensboro
Distance to Freight Terminal (miles):	0.8
Nearest Multimodal Passenger Terminal :	Piedmont Triad International Airport
Distance to Multimodal Terminal (miles):	3.29
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	2040 Greensboro MTP
CTP/LRTP Completion Year:	2015
Submitted by:	Greensboro Urban Area MPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 7	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Greensboro Urban Area MPO	99%	0	0
High Point Urban Area MPO	1%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$13,365,000	Cost Estimation Tool
Right-of-Way Cost:	\$1,549,000	Cost Estimation Tool
Utilities Cost:	\$186,000	Cost Estimation Tool
Total Project Cost:	\$15,100,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$15,100,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090469

Mode: Highway

Status: Submitted

SR-2165, SR-2055 (Turner Street/Liberty Street)

From/Cross Street: NC 62 (Cloniger Street)

Specific Improvement Type: 1 - Widen Existing Roadway

To: SR 2123 (National Highway)

Project Category: Division Needs

Length: 2.44

TIP#: U-4420

Fully Funded in Draft STIP? No

Cost to NCDOT: \$37,362,000

Description:

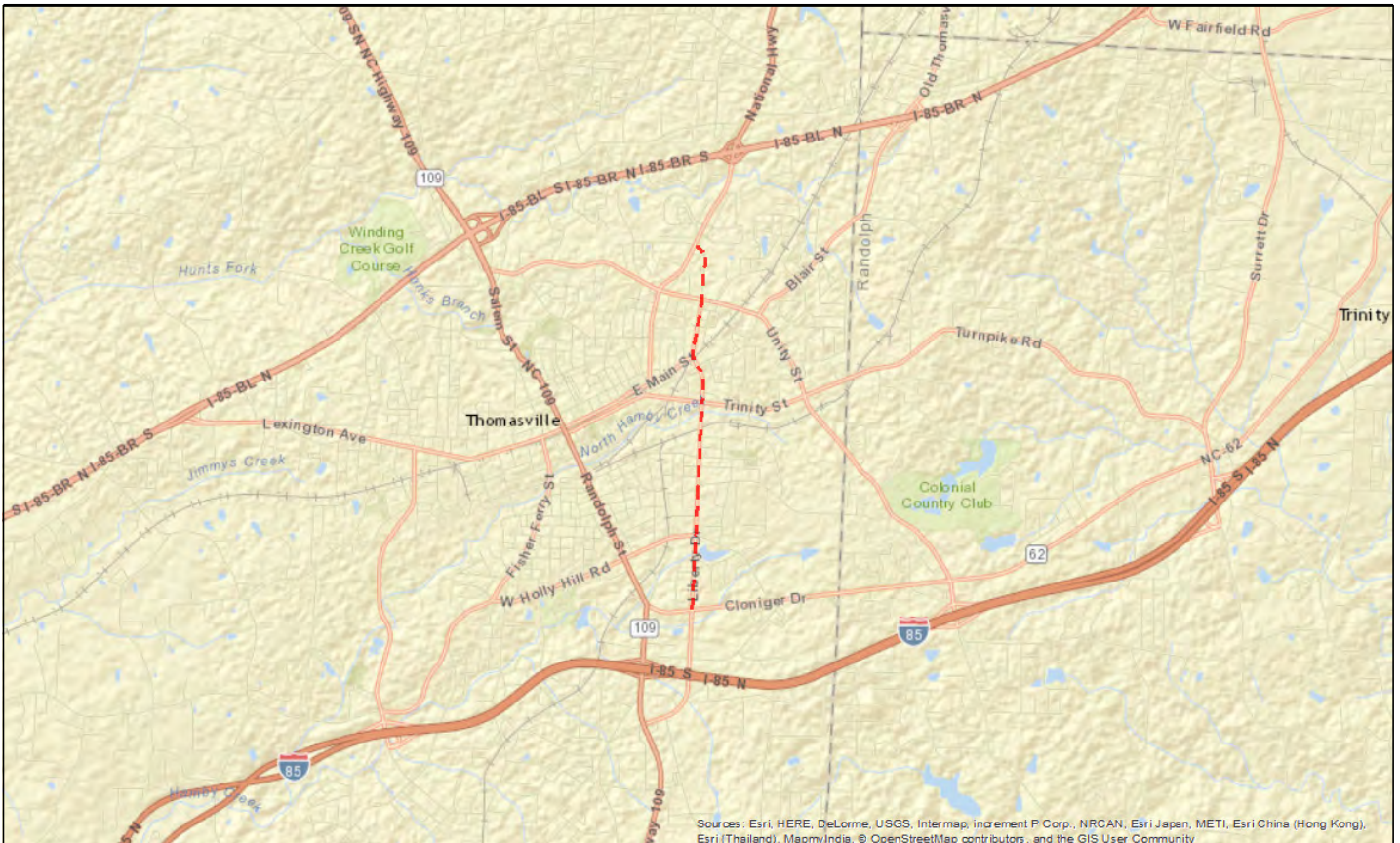
NC 62 (Cloniger Street) to SR 2123 (National Highway). Widen to Multi-Lanes.

Division(s): Division 9

County(s): DAVIDSON

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.4		Accessibility / Connectivity	County Economic Indicator (50%)	222	
	Volume (SW 40%, REG 20%, DIV 0%)	6282.89			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	0	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	63.05			Distance to Freight Terminal (20%)	12.87	
	Crash Severity (33%)	72.89		Multimodal	Distance to Multimodal Terminal (60%)	4.67	
	Critical Crash Rate (33%)	88.24			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	1	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	2	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	88	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	35
Length (miles):	2.44
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width (ft):	11
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	Yes
Volume (AADT):	5839.3
Volume (PADT):	6282.89
Peak ADT (PADT) Factor:	1.08
Capacity (vpd):	15800
Volume (PADT)/Capacity Ratio:	0.4
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Crash Density (seg):	63.05
Crash Severity (seg):	72.89
Critical Crash Rate (seg):	88.24
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	222
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	88

Project Benefits

Project Cross-Section:	4C - 4 Lane Divided (23' Raised Median) with Curb & Gutter, Wide Outside Lanes, and Sidewalks
Speed Limit (mph):	35
Length (miles):	2.44
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	158971.39
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Corn Products International
Distance to Freight Terminal (miles):	12.87
Nearest Multimodal Passenger Terminal :	High Point Transit Center
Distance to Multimodal Terminal (miles):	4.67
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 9

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 9	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$23,358,000	Cost Estimation Tool
Right-of-Way Cost:	\$12,504,000	Cost Estimation Tool
Utilities Cost:	\$1,500,000	Cost Estimation Tool
Total Project Cost:	\$37,362,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$37,362,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090528-A

Mode: Highway

Status: Submitted

NC-109

From/Cross Street: SR 2067 (Lambeth Road)

Specific Improvement Type: 6 - Widen Existing Roadway and Construct Part on New Location

To: NC 62 (Cloninger Drive)

Project Category: Regional Impact

Length: 1.22

TIP#: U-5311A

Fully Funded in Draft STIP? No

Cost to NCDOT: \$19,550,000

Description:

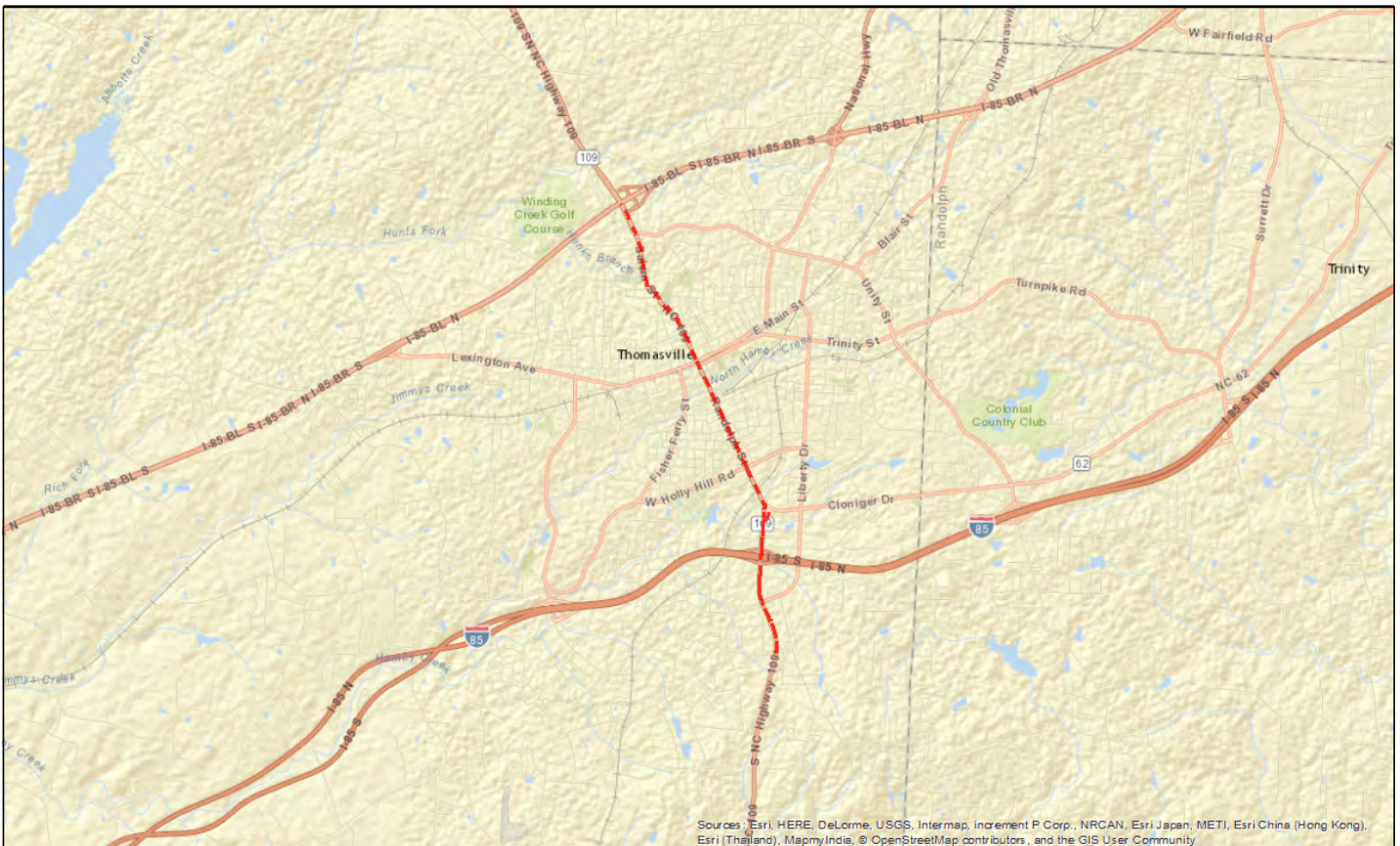
Widen to Multi-Lanes, Part on New Location

Division(s): Division 9

County(s): DAVIDSON

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
	N/A	N/A
Totals: Weight: 0% Weighted Score: 0		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (10%) In Progress Congestion REG (20%) In Progress Freight (10%) In Progress Benefit-Cost SW & REG (20%) In Progress	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.53		Accessibility / Connectivity	County Economic Indicator (50%)	222	
	Volume (SW 40%, REG 20%, DIV 0%)	12486.83			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	519.59	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	76.34			Distance to Freight Terminal (20%)	14.5	
	Crash Severity (33%)	58.09		Multimodal	Distance to Multimodal Terminal (60%)	6.81	
	Critical Crash Rate (33%)	96.05			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	1	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	0	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	75	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	New Roadway
Speed Limit (mph):	36
Length (miles):	3.95
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width (ft):	11
Paved Shoulder Width (ft):	4
Roadway has Curb & Gutter?	Yes
Volume (AADT):	12055.37
Volume (PADT):	12486.83
Peak ADT (PADT) Factor:	1.04
Capacity (vpd):	23367.63
Volume (PADT)/Capacity Ratio:	0.53
% Autos:	96%
% Trucks:	4%
Truck Volume (AADTT):	519.59
Crash Density (seg):	76.34
Crash Severity (seg):	58.09
Critical Crash Rate (seg):	96.05
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	222
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	75

Project Benefits

Project Cross-Section:	4C - 4 Lane Divided (23' Raised Median) with Curb & Gutter, Wide Outside Lanes, and Sidewalks
Speed Limit (mph):	45
Length (miles):	1.22
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	14039292.17
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Corn Products International
Distance to Freight Terminal (miles):	14.5
Nearest Multimodal Passenger Terminal :	High Point Transit Center
Distance to Multimodal Terminal (miles):	6.81
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 9

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 9	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$13,644,000	Cost Estimation Tool
Right-of-Way Cost:	\$5,273,000	Cost Estimation Tool
Utilities Cost:	\$633,000	Cost Estimation Tool
Total Project Cost:	\$19,550,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$19,550,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090528-B

Mode: Highway

Status: Submitted

NC-109

From/Cross Street: NC 62 (Cloninger Drive)

Specific Improvement Type: 6 - Widen Existing Roadway and Construct Part on New Location

To: SR 2123 (Main Street)

Project Category: Regional Impact

Length: 1.44

TIP#: U-5311B

Fully Funded in Draft STIP? No

Cost to NCDOT: \$24,995,000

Description:

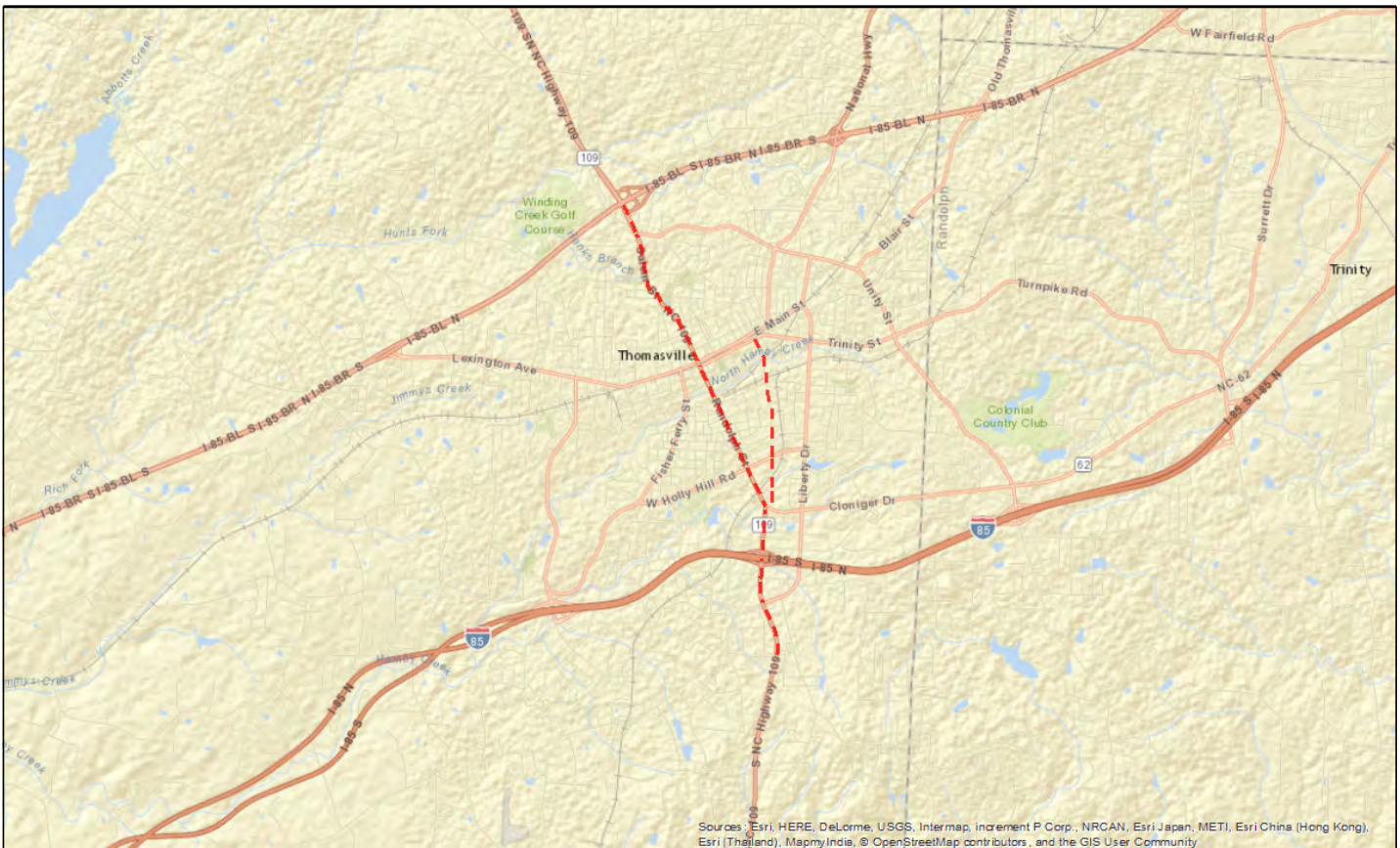
Widen to Multi-Lanes, Part on New Location

Division(s): Division 9

County(s): DAVIDSON

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (10%) In Progress Congestion REG (20%) In Progress Freight (10%) In Progress Benefit-Cost SW & REG (20%) In Progress	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.53		Accessibility / Connectivity	County Economic Indicator (50%)	222	
	Volume (SW 40%, REG 20%, DIV 0%)	12486.83			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	519.59	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	76.34			Distance to Freight Terminal (20%)	13.3	
	Crash Severity (33%)	58.09		Multimodal	Distance to Multimodal Terminal (60%)	5.69	
	Critical Crash Rate (33%)	96.05			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	1	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	0	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	75	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	New Roadway
Speed Limit (mph):	36
Length (miles):	3.95
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width (ft):	11
Paved Shoulder Width (ft):	4
Roadway has Curb & Gutter?	Yes
Volume (AADT):	12055.37
Volume (PADT):	12486.83
Peak ADT (PADT) Factor:	1.04
Capacity (vpd):	23367.63
Volume (PADT)/Capacity Ratio:	0.53
% Autos:	96%
% Trucks:	4%
Truck Volume (AADTT):	519.59
Crash Density (seg):	76.34
Crash Severity (seg):	58.09
Critical Crash Rate (seg):	96.05
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	222
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	75

Project Benefits

Project Cross-Section:	4C - 4 Lane Divided (23' Raised Median) with Curb & Gutter, Wide Outside Lanes, and Sidewalks
Speed Limit (mph):	45
Length (miles):	1.44
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	13249364.22
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Corn Products International
Distance to Freight Terminal (miles):	13.3
Nearest Multimodal Passenger Terminal :	High Point Transit Center
Distance to Multimodal Terminal (miles):	5.69
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 9

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 9	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$16,104,000	Cost Estimation Tool
Right-of-Way Cost:	\$7,938,000	Cost Estimation Tool
Utilities Cost:	\$953,000	Cost Estimation Tool
Total Project Cost:	\$24,995,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$24,995,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090528-C

Mode: Highway

Status: Submitted

NC-109

From/Cross Street: SR 2123 (Main Street)

Specific Improvement Type: 6 - Widen Existing Roadway and Construct Part on New Location

To: I-85 Business/US 29/US 70

Project Category: Regional Impact

Length: 1.51

TIP#: U-5311C

Fully Funded in Draft STIP? No

Cost to NCDOT: \$27,346,000

Description:

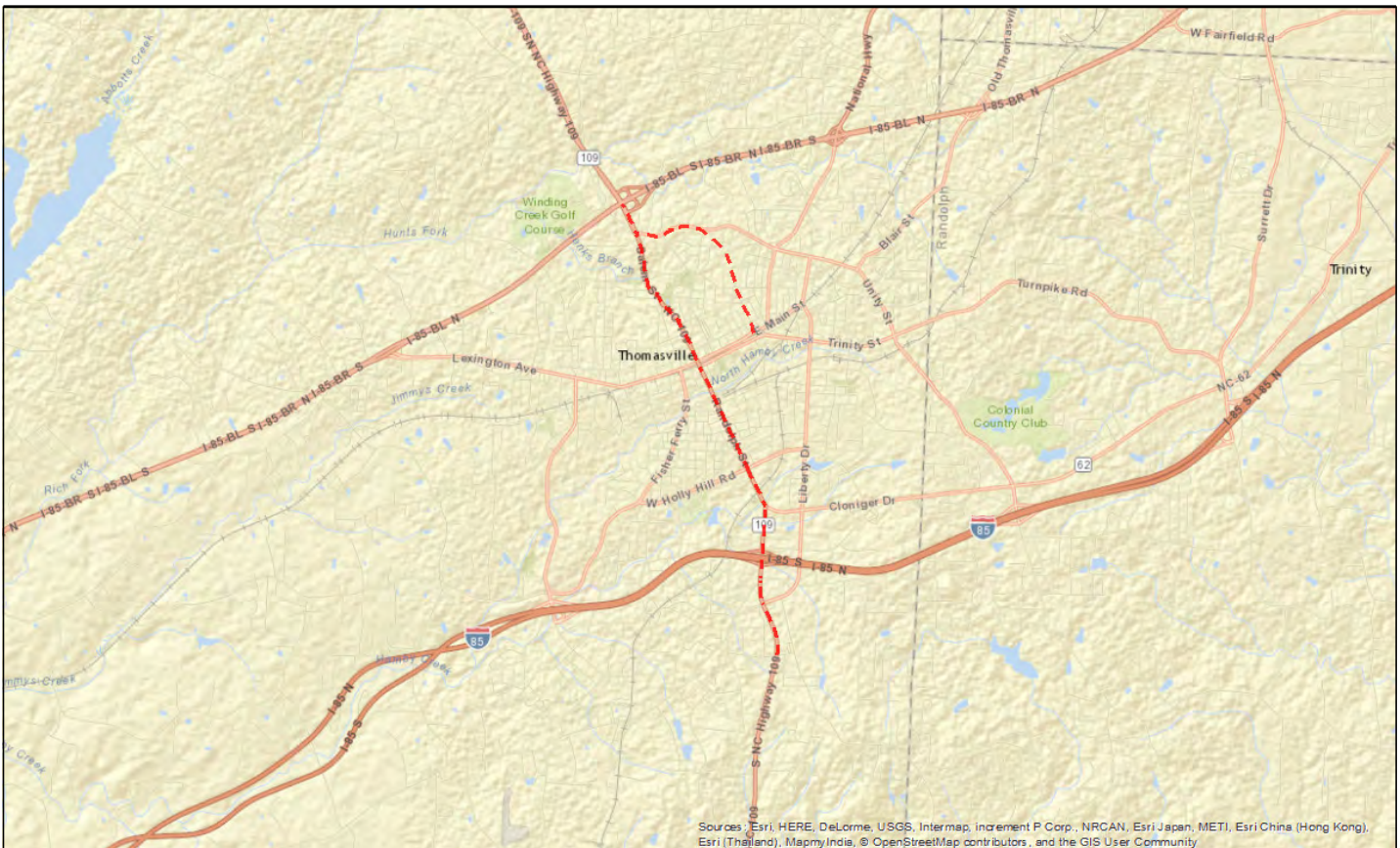
Widen to Multi-Lanes, Part on New Location

Division(s): Division 9

County(s): DAVIDSON

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
	N/A	N/A
Totals: Weight: 0% Weighted Score: 0		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (10%) In Progress Congestion REG (20%) In Progress Freight (10%) In Progress Benefit-Cost SW & REG (20%) In Progress	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.53		Accessibility / Connectivity	County Economic Indicator (50%)	222	
	Volume (SW 40%, REG 20%, DIV 0%)	12486.83			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	519.59	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	76.34			Distance to Freight Terminal (20%)	12.09	
	Crash Severity (33%)	58.09		Multimodal	Distance to Multimodal Terminal (60%)	5.33	
	Critical Crash Rate (33%)	96.05			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	1	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	0	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	75	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	New Roadway
Speed Limit (mph):	36
Length (miles):	3.95
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width (ft):	11
Paved Shoulder Width (ft):	4
Roadway has Curb & Gutter?	Yes
Volume (AADT):	12055.37
Volume (PADT):	12486.83
Peak ADT (PADT) Factor:	1.04
Capacity (vpd):	23367.63
Volume (PADT)/Capacity Ratio:	0.53
% Autos:	96%
% Trucks:	4%
Truck Volume (AADTT):	519.59
Crash Density (seg):	76.34
Crash Severity (seg):	58.09
Critical Crash Rate (seg):	96.05
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	222
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	75

Project Benefits

Project Cross-Section:	4C - 4 Lane Divided (23' Raised Median) with Curb & Gutter, Wide Outside Lanes, and Sidewalks
Speed Limit (mph):	45
Length (miles):	1.51
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	13012843.99
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Corn Products International
Distance to Freight Terminal (miles):	12.09
Nearest Multimodal Passenger Terminal :	High Point Transit Center
Distance to Multimodal Terminal (miles):	5.33
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 9

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 9	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$18,296,000	Cost Estimation Tool
Right-of-Way Cost:	\$8,080,000	Cost Estimation Tool
Utilities Cost:	\$970,000	Cost Estimation Tool
Total Project Cost:	\$27,346,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$27,346,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090602

Mode: Highway

Status: Submitted

I-85 BUS

From/Cross Street: US 311 Business (Main Street)

Specific Improvement Type: 8 - Improve Interchange

To:

Project Category: Regional Impact

Length: 2

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$10,912,000

Description:

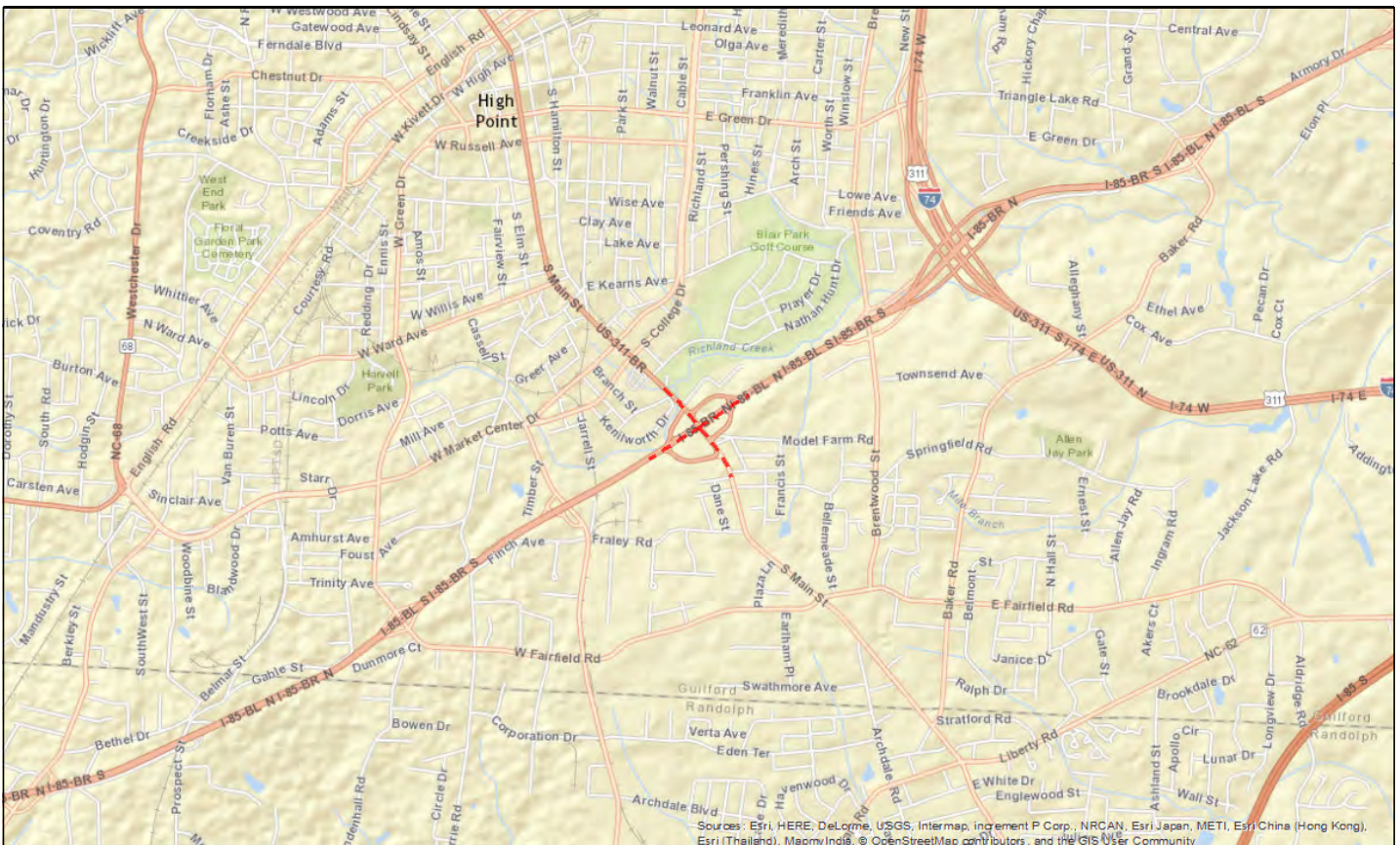
Reconstruct the Existing Obsolete interchange of I-85 Business and US 311 (Main Street). the Bridge Is Structurally Deficient.

Division(s): Division 7

County(s): GUILFORD

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (10%) In Progress Congestion REG (20%) In Progress Freight (10%) In Progress Benefit-Cost SW & REG (20%) In Progress	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.55		Accessibility / Connectivity	County Economic Indicator (50%)	253	
	Volume (SW 40%, REG 20%, DIV 0%)	51855.35			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	3860.22	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	55.73			Distance to Freight Terminal (20%)	9.33	
	Crash Severity (33%)	55.73		Multimodal	Distance to Multimodal Terminal (60%)	1.5	
	Critical Crash Rate (33%)	89.06			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	0	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	1	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	95	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	4 Lane with Median - Full Control
Speed Limit (mph):	55
Length (miles):	2
Facility Type:	Multi-Lane Highway
Access Control:	Full
Functional Classification:	Other Principal Arterial-Other Freeway
Terrain Type:	Rolling
Lane Width (ft):	12
Paved Shoulder Width (ft):	9
Roadway has Curb & Gutter?	No
Volume (AADT):	48925.44
Volume (PADT):	51855.35
Peak ADT (PADT) Factor:	1.06
Capacity (vpd):	94848.18
Volume (PADT)/Capacity Ratio:	0.55
% Autos:	92%
% Trucks:	8%
Truck Volume (AADTT):	3860.22
Crash Density (seg):	55.73
Crash Severity (seg):	55.73
Critical Crash Rate (seg):	89.06
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	253
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	95

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	55
Length (miles):	2
Facility Type:	Multi-Lane Highway
Access Control:	Full
Functional Classification:	Other Principal Arterial-Other Freeway
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	10
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Piedmont Triad Inland Terminal
Distance to Freight Terminal (miles):	9.33
Nearest Multimodal Passenger Terminal :	High Point Amtrak Rail Station
Distance to Multimodal Terminal (miles):	1.5
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 7

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 7	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$9,672,000	Cost Estimation Tool
Right-of-Way Cost:	\$1,240,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$10,912,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$10,912,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090604

Mode: Highway

Status: Submitted

(New Route - High Point Airport Connector)

From/Cross Street: US 66 / N Main St./High Point Road

Specific Improvement Type: 6 - Widen Existing Roadway and Construct Part on New Location

To: Johnson Street / Sandy Ridge Road

Project Category: Regional Impact

Length: 4.43

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$54,324,000

Description:

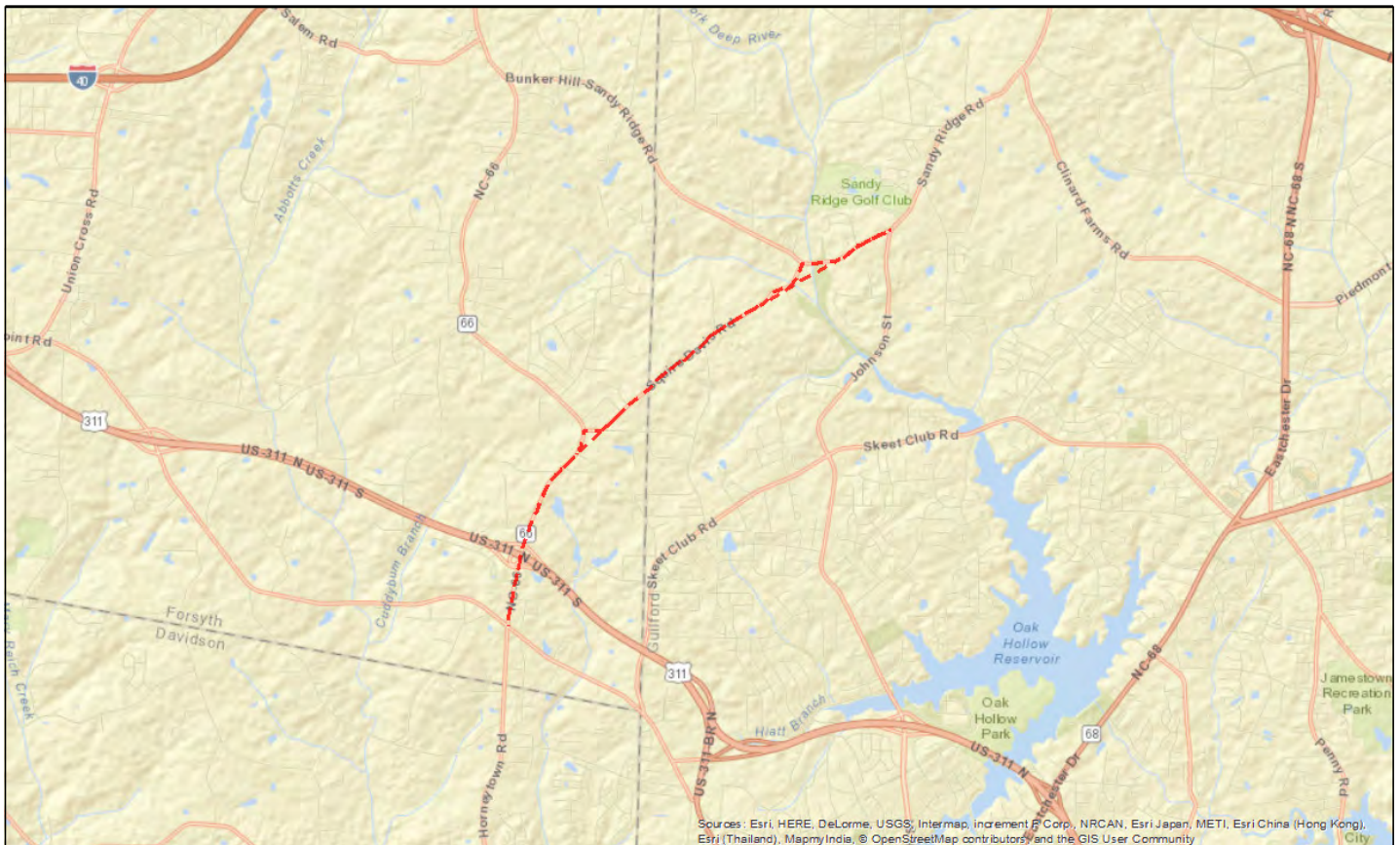
Construct Multi-Lane Facility, part on new location (FS-0707B)

Division(s): Division 7, Division 9

County(s): GUILFORD, FORSYTH

MPOS(s)/RPO(s): High Point Urban Area MPO, Winston Salem Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
	N/A	N/A
Totals: Weight: 0% Weighted Score: 0		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (10%) In Progress Congestion REG (20%) In Progress Freight (10%) In Progress Benefit-Cost SW & REG (20%) In Progress	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.34		Accessibility / Connectivity	County Economic Indicator (50%)	253	
	Volume (SW 40%, REG 20%, DIV 0%)	5320.1			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	271.72	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	33.3			Distance to Freight Terminal (20%)	4.57	
	Crash Severity (33%)	98.64		Multimodal	Distance to Multimodal Terminal (60%)	5.2	
	Critical Crash Rate (33%)	46.04			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	2	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	2	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	81	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	New Roadway
Speed Limit (mph):	46
Length (miles):	4.2
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width (ft):	10
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	4940.29
Volume (PADT):	5320.1
Peak ADT (PADT) Factor:	1.08
Capacity (vpd):	15614.6
Volume (PADT)/Capacity Ratio:	0.34
% Autos:	94%
% Trucks:	6%
Truck Volume (AADTT):	271.72
Crash Density (seg):	33.3
Crash Severity (seg):	98.64
Critical Crash Rate (seg):	46.04
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	253
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	81

Project Benefits

Project Cross-Section:	4D - 4 Lane Divided (23' Raised Median) with Curb & Gutter, Bike Lanes, and Sidewalks
Speed Limit (mph):	45
Length (miles):	4.43
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	-2738322.74
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Piedmont Triad Inland Terminal
Distance to Freight Terminal (miles):	4.57
Nearest Multimodal Passenger Terminal :	High Point Transit Center
Distance to Multimodal Terminal (miles):	5.2
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 7

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 7	55%	0	0
Division 9	45%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	95%	0	0
Winston Salem Urban Area MPO	5%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$47,351,000	Cost Estimation Tool
Right-of-Way Cost:	\$6,226,000	Cost Estimation Tool
Utilities Cost:	\$747,000	Cost Estimation Tool
Total Project Cost:	\$54,324,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$54,324,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090605-A

Mode: Highway

Status: Submitted

I-40

From/Cross Street: US 311

Specific Improvement Type: 1 - Widen Existing Roadway

To: I-40 Business/US 421

Project Category: Statewide Mobility

Length: 10.13

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$138,771,000

Description:

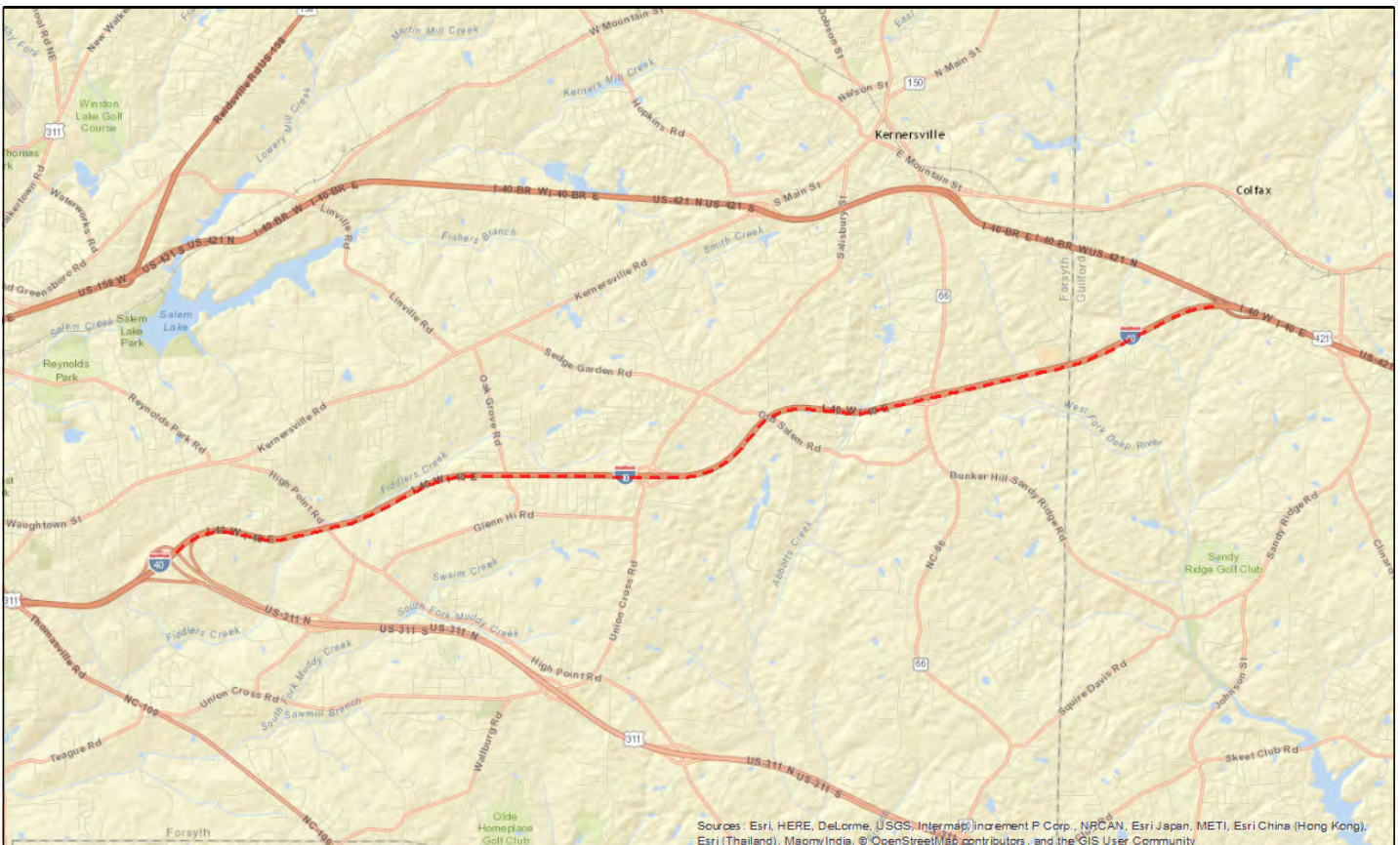
Widen interstate from 4 Lanes to Six Lanes Between US 311 and I-40 Bus./US 421.

Division(s): Division 9, Division 7

County(s): FORSYTH, GUILFORD

MPOS(s)/RPO(s): Winston Salem Urban Area MPO, High Point Urban Area MPO, Greensboro Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Congestion SW (30%) In Progress Safety (15%) In Progress Economic Competitiveness (10%) In Progress Multimodal (5%) In Progress Freight (15%) In Progress Benefit-Cost SW & REG (25%) In Progress	N/A	N/A
Totals: Weight: 100% Weighted Score: 0		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (10%) In Progress Congestion REG (20%) In Progress Freight (10%) In Progress Benefit-Cost SW & REG (20%) In Progress	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.91		Accessibility / Connectivity	County Economic Indicator (50%)	271	
	Volume (SW 40%, REG 20%, DIV 0%)	65052.39			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	5749.93	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	41.9			Distance to Freight Terminal (20%)	3.12	
	Crash Severity (33%)	65.18		Multimodal	Distance to Multimodal Terminal (60%)	2.88	
	Critical Crash Rate (33%)	52.74			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	1	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	0	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	90	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	4 Lane with Median - Full Control
Speed Limit (mph):	65
Length (miles):	10.13
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Rolling
Lane Width (ft):	11
Paved Shoulder Width (ft):	10
Roadway has Curb & Gutter?	No
Volume (AADT):	61496.6
Volume (PADT):	65052.39
Peak ADT (PADT) Factor:	1.06
Capacity (vpd):	71783.3
Volume (PADT)/Capacity Ratio:	0.91
% Autos:	91%
% Trucks:	9%
Truck Volume (AADTT):	5749.93
Crash Density (seg):	41.9
Crash Severity (seg):	65.18
Critical Crash Rate (seg):	52.74
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	271
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	90

Project Benefits

Project Cross-Section:	6B - 6 Lane Divided (27' Median with Jersey Barrier with Paved Shoulders
Speed Limit (mph):	65
Length (miles):	10.13
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	10
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	20932950.85
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Corn Products International
Distance to Freight Terminal (miles):	3.12
Nearest Multimodal Passenger Terminal :	Winston-Salem State University Amtrak Bus Station
Distance to Multimodal Terminal (miles):	2.88
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 9

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 9	85%	0	0
Division 7	15%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Winston Salem Urban Area MPO	85%	0	0
High Point Urban Area MPO	12%	0	0
Greensboro Urban Area MPO	2%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$135,629,000	Cost Estimation Tool
Right-of-Way Cost:	\$2,805,000	Cost Estimation Tool
Utilities Cost:	\$337,000	Cost Estimation Tool
Total Project Cost:	\$138,771,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$138,771,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090605-B

Mode: Highway

Status: Submitted

From/Cross Street: Macy Grove Road

Specific Improvement Type: 20 - Convert Grade Separation to Interchange to Relieve Existing Congested Interchange

To:

Project Category: Statewide Mobility

Length: 2.02

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$12,740,000

Description:

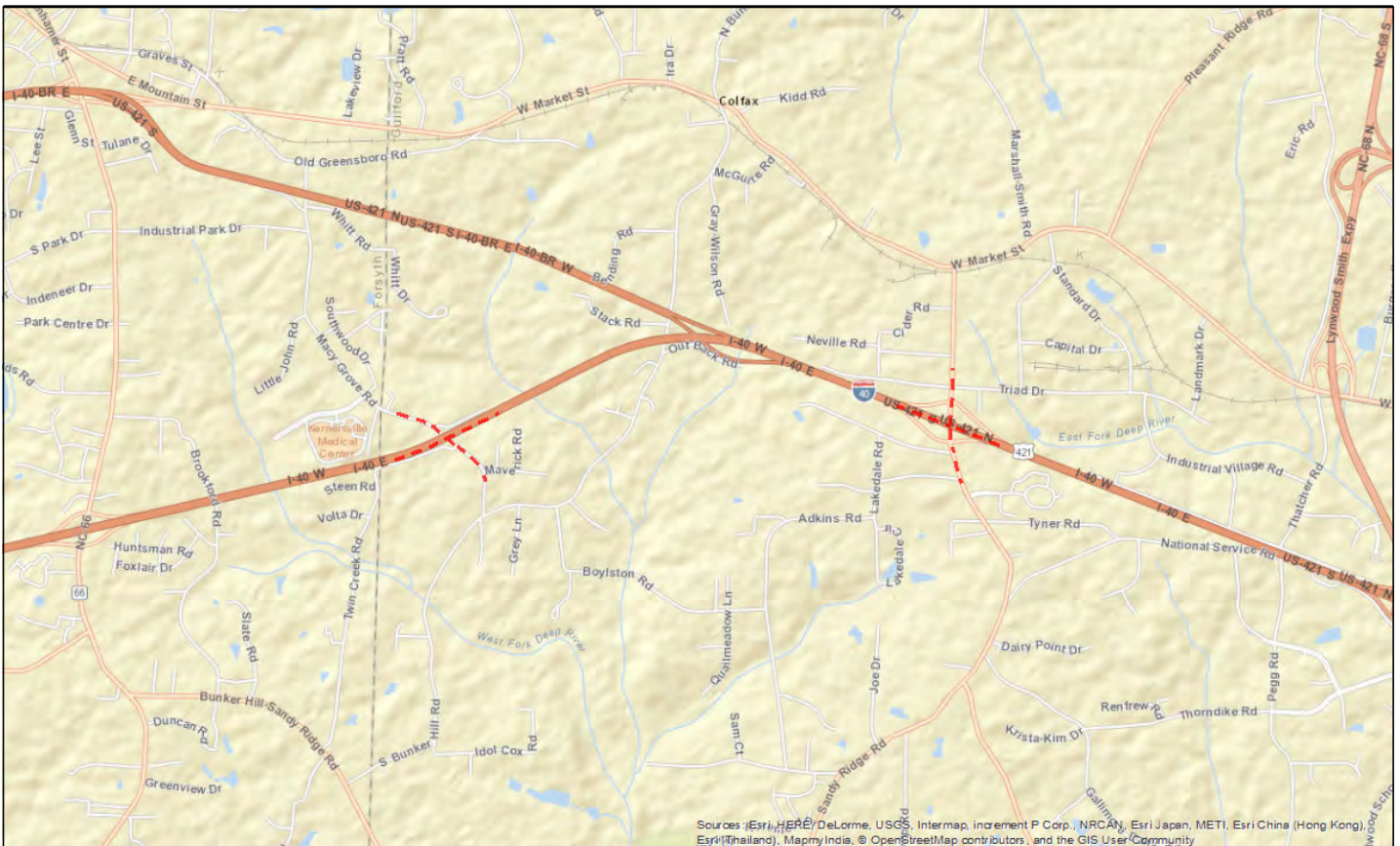
Convert Macy Grove Road Grade Separation to Interchange to Relieve I-40/NC 66 interchange

Division(s): Division 7

County(s): GUILFORD

MPOS(s)/RPO(s): High Point Urban Area MPO, Greensboro Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Congestion SW (30%) In Progress Safety (15%) In Progress Economic Competitiveness (10%) In Progress Multimodal (5%) In Progress Freight (15%) In Progress Benefit-Cost SW & REG (25%) In Progress	N/A	N/A
Totals: Weight: 100% Weighted Score: 0		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (10%) In Progress Congestion REG (20%) In Progress Freight (10%) In Progress Benefit-Cost SW & REG (20%) In Progress	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	1.07		Accessibility / Connectivity	County Economic Indicator (50%)	253	
	Volume (SW 40%, REG 20%, DIV 0%)	134515.53			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	12386.75	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	37.15			Distance to Freight Terminal (20%)	3.78	
	Crash Severity (33%)	51.6		Multimodal	Distance to Multimodal Terminal (60%)	3.82	
	Critical Crash Rate (33%)	52.17			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	0	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	0	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	83	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	4 Lane with Median - Full Control
Speed Limit (mph):	65
Length (miles):	2.02
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Rolling
Lane Width (ft):	12
Paved Shoulder Width (ft):	10
Roadway has Curb & Gutter?	No
Volume (AADT):	126524.48
Volume (PADT):	134515.53
Peak ADT (PADT) Factor:	1.06
Capacity (vpd):	125630.18
Volume (PADT)/Capacity Ratio:	1.07
% Autos:	90%
% Trucks:	10%
Truck Volume (AADTT):	12386.75
Crash Density (seg):	37.15
Crash Severity (seg):	51.6
Critical Crash Rate (seg):	52.17
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	253
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	83

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	65
Length (miles):	2.02
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	10
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Petroleum Pipeline Terminal - Greensboro
Distance to Freight Terminal (miles):	3.78
Nearest Multimodal Passenger Terminal :	Piedmont Triad International Airport
Distance to Multimodal Terminal (miles):	3.82
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 7

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 7	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	50%	0	0
Greensboro Urban Area MPO	50%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$10,140,000	Cost Estimation Tool
Right-of-Way Cost:	\$2,600,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$12,740,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$12,740,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090607-A

Mode: Highway

Status: Submitted

NC-62

From/Cross Street: Rockford Drive west of Archdale

Specific Improvement Type: 1 - Widen Existing Roadway

To: East Fairfield Drive

Project Category: Regional Impact

Length: 2.8

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$40,399,000

Description:

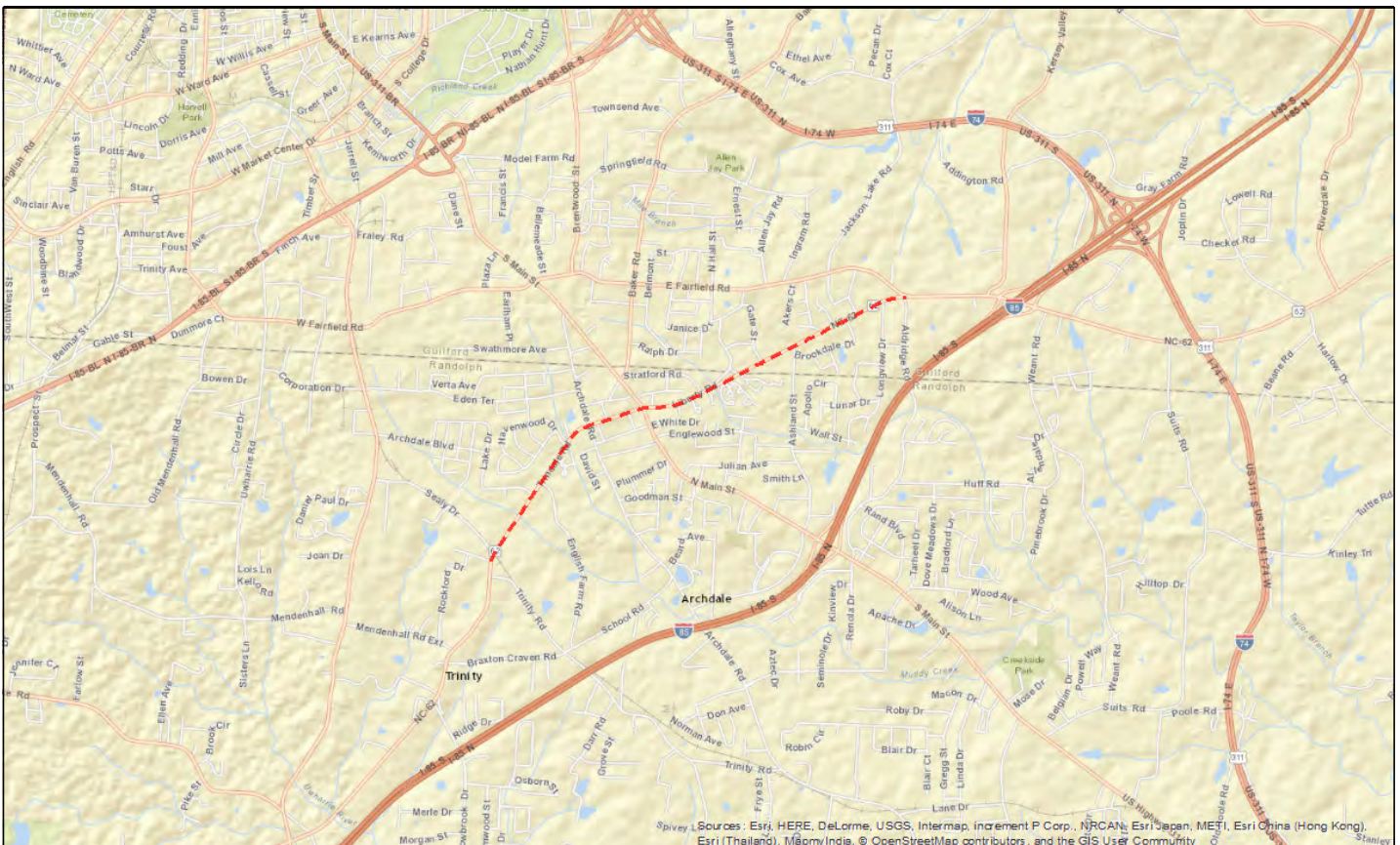
Widen NC 62 to a Multi-Lane Divided Facility with Sidewalks on Both Sides.

Division(s): Division 8, Division 7

County(s): RANDOLPH, GUILFORD

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
	N/A	N/A
Totals: Weight: 0% Weighted Score: 0		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (10%) In Progress Congestion REG (20%) In Progress Freight (10%) In Progress Benefit-Cost SW & REG (20%) In Progress	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.4		Accessibility / Connectivity	County Economic Indicator (50%)	214	
	Volume (SW 40%, REG 20%, DIV 0%)	6296.27			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	199.11	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	50.07			Distance to Freight Terminal (20%)	9.73	
	Crash Severity (33%)	80.39		Multimodal	Distance to Multimodal Terminal (60%)	3.42	
	Critical Crash Rate (33%)	66.73			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	1	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	0	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	77	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	41
Length (miles):	2.8
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width (ft):	11
Paved Shoulder Width (ft):	2
Roadway has Curb & Gutter?	No
Volume (AADT):	5656.48
Volume (PADT):	6296.27
Peak ADT (PADT) Factor:	1.11
Capacity (vpd):	15800
Volume (PADT)/Capacity Ratio:	0.4
% Autos:	96%
% Trucks:	4%
Truck Volume (AADTT):	199.11
Crash Density (seg):	50.07
Crash Severity (seg):	80.39
Critical Crash Rate (seg):	66.73
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	214
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	77

Project Benefits

Project Cross-Section:	4C - 4 Lane Divided (23' Raised Median) with Curb & Gutter, Wide Outside Lanes, and Sidewalks
Speed Limit (mph):	42
Length (miles):	2.8
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	220069.78
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Piedmont Triad Inland Terminal
Distance to Freight Terminal (miles):	9.73
Nearest Multimodal Passenger Terminal :	High Point Transit Center
Distance to Multimodal Terminal (miles):	3.42
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 7

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 8	65%	0	0
Division 7	35%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$27,643,000	Cost Estimation Tool
Right-of-Way Cost:	\$11,389,000	Cost Estimation Tool
Utilities Cost:	\$1,367,000	Cost Estimation Tool
Total Project Cost:	\$40,399,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$40,399,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090607-B

Mode: Highway

Status: Submitted

NC-62

From/Cross Street: East Fairfield Drive

Specific Improvement Type: 1 - Widen Existing Roadway

To: I-74

Project Category: Regional Impact

Length: 1.73

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$30,030,000

Description:

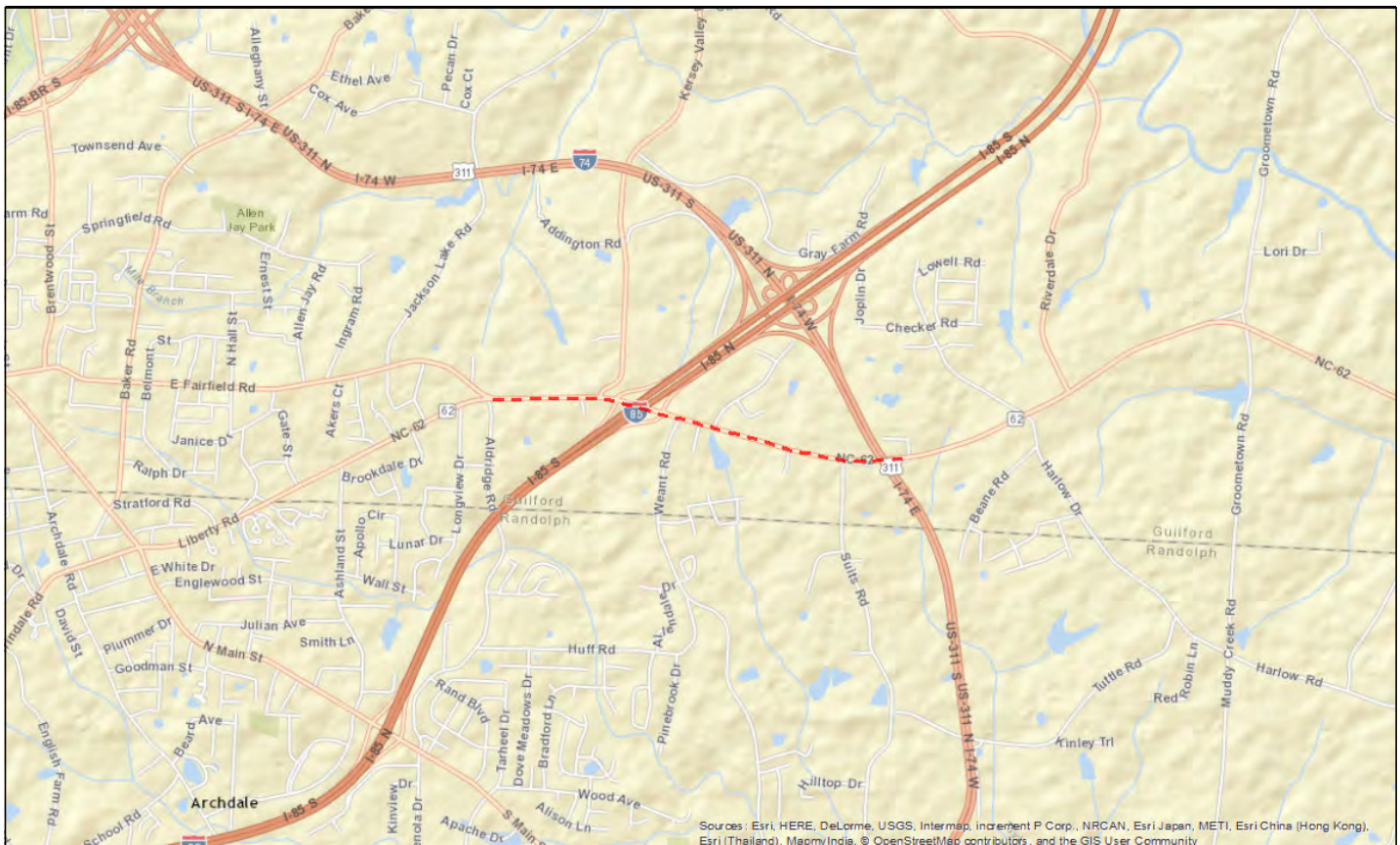
Widen NC 62 to a Multi-Lane Divided Facility with Sidewalks on Both Sides.

Division(s): Division 7

County(s): GUILFORD

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
	N/A	N/A
Totals: Weight: 0% Weighted Score: 0		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (10%) In Progress Congestion REG (20%) In Progress Freight (10%) In Progress Benefit-Cost SW & REG (20%) In Progress	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.51		Accessibility / Connectivity	County Economic Indicator (50%)	253	
	Volume (SW 40%, REG 20%, DIV 0%)	8042.27			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	545.29	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	0			Distance to Freight Terminal (20%)	9.7	
	Crash Severity (33%)	100		Multimodal	Distance to Multimodal Terminal (60%)	4.09	
	Critical Crash Rate (33%)	34.38			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	0	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	2	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	93	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	45
Length (miles):	1.73
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	7490.25
Volume (PADT):	8042.27
Peak ADT (PADT) Factor:	1.07
Capacity (vpd):	15800
Volume (PADT)/Capacity Ratio:	0.51
% Autos:	93%
% Trucks:	7%
Truck Volume (AADTT):	545.29
Crash Density (seg):	0
Crash Severity (seg):	100
Critical Crash Rate (seg):	34.38
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	253
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	93

Project Benefits

Project Cross-Section:	4C - 4 Lane Divided (23' Raised Median) with Curb & Gutter, Wide Outside Lanes, and Sidewalks
Speed Limit (mph):	42
Length (miles):	1.73
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	-120167.67
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Piedmont Triad Inland Terminal
Distance to Freight Terminal (miles):	9.7
Nearest Multimodal Passenger Terminal :	High Point Amtrak Rail Station
Distance to Multimodal Terminal (miles):	4.09
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 7

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 7	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$28,573,000	Cost Estimation Tool
Right-of-Way Cost:	\$1,301,000	Cost Estimation Tool
Utilities Cost:	\$156,000	Cost Estimation Tool
Total Project Cost:	\$30,030,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$30,030,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090607-C

Mode: Highway

Status: Submitted

NC-62

From/Cross Street: Weant Road

Specific Improvement Type: 22 - Construct Auxiliary Lanes or Other Operational Improvements

To: Kersey Valley Road

Project Category: Regional Impact

Length: 0.33

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$11,394,000

Description:

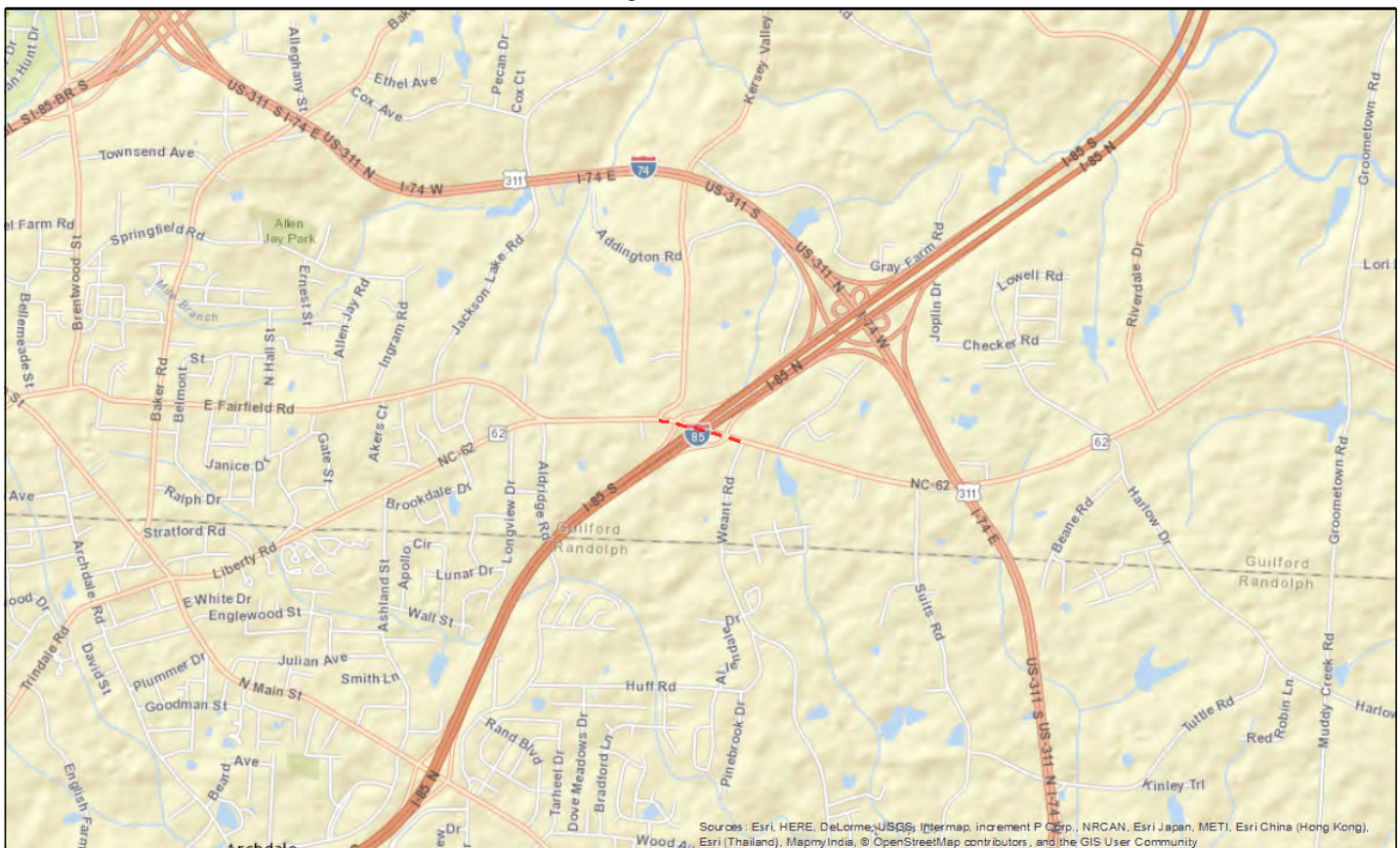
Improve interchange area including realignments of Weant Road and Kersey Valley Road

Division(s): Division 7

County(s): GUILFORD

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (10%) In Progress Congestion REG (20%) In Progress Freight (10%) In Progress Benefit-Cost SW & REG (20%) In Progress	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.57		Accessibility / Connectivity	County Economic Indicator (50%)	253	
	Volume (SW 40%, REG 20%, DIV 0%)	9077.36			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	540.74	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	0			Distance to Freight Terminal (20%)	9.7	
	Crash Severity (33%)	0		Multimodal	Distance to Multimodal Terminal (60%)	4.45	
	Critical Crash Rate (33%)	0			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	0	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	4	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	86	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane with TWLTL (Three Lane)
Speed Limit (mph):	45
Length (miles):	0.33
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	8306.25
Volume (PADT):	9077.36
Peak ADT (PADT) Factor:	1.09
Capacity (vpd):	15800
Volume (PADT)/Capacity Ratio:	0.57
% Autos:	93%
% Trucks:	7%
Truck Volume (AADTT):	540.74
Crash Density (seg):	0
Crash Severity (seg):	0
Critical Crash Rate (seg):	0
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	253
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	86

Project Benefits

Project Cross-Section:	4C - 4 Lane Divided (23' Raised Median) with Curb & Gutter, Wide Outside Lanes, and Sidewalks
Speed Limit (mph):	45
Length (miles):	0.33
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Piedmont Triad Inland Terminal
Distance to Freight Terminal (miles):	9.7
Nearest Multimodal Passenger Terminal :	High Point Amtrak Rail Station
Distance to Multimodal Terminal (miles):	4.45
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 7

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 7	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$11,394,000	Cost Estimation Tool
Right-of-Way Cost:	\$0	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$11,394,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$11,394,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090608

Mode: Highway

Status: Submitted

I-85

From/Cross Street: Kivett Drive

Specific Improvement Type: 9 - Convert Grade Separation to Interchange

To:

Project Category: Division Needs

Length: 1

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$6,386,000

Description:

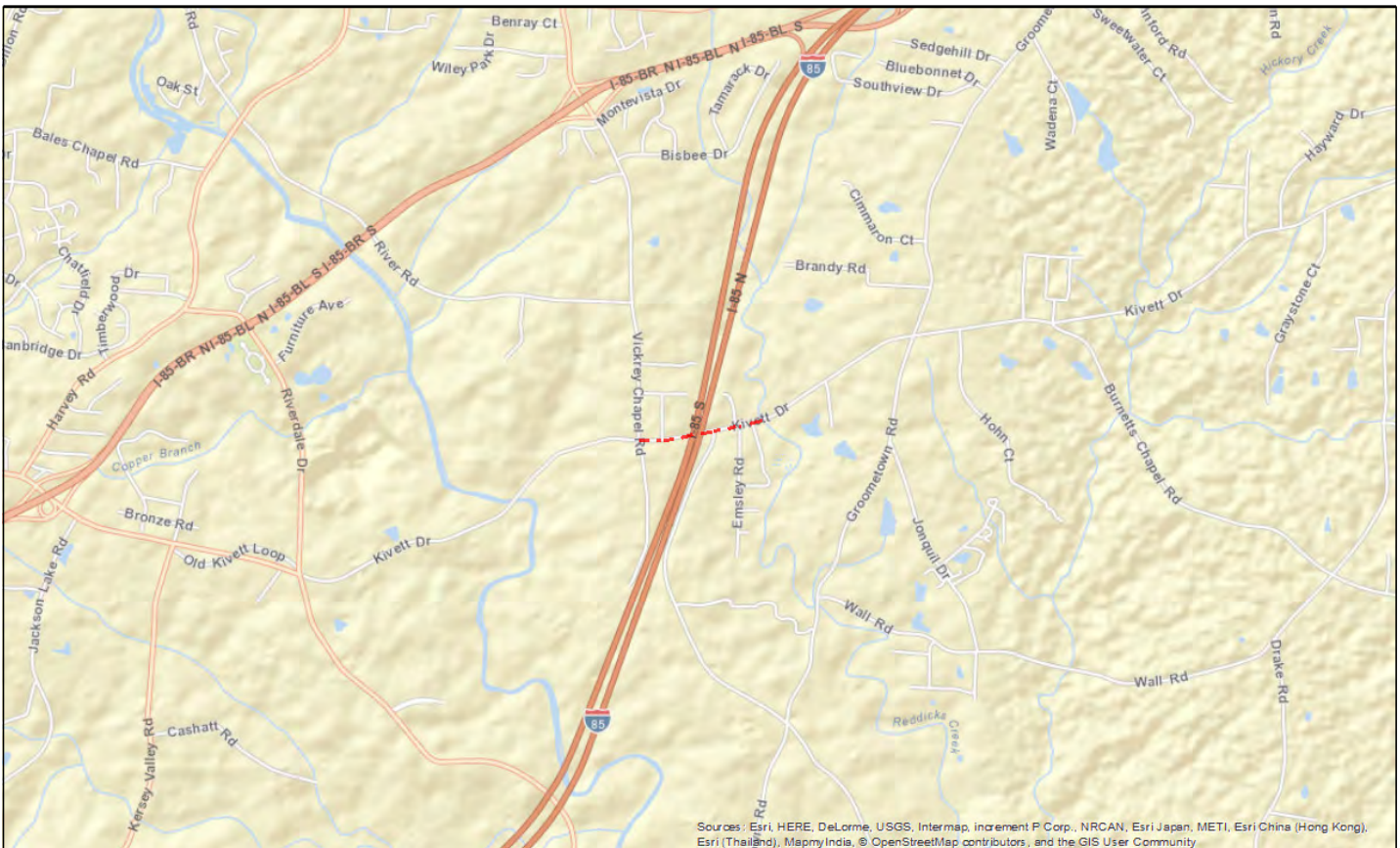
New interchange of I-85 and Kivett Drive

Division(s): Division 7

County(s): GUILFORD

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.14		Accessibility / Connectivity	County Economic Indicator (50%)	253	
	Volume (SW 40%, REG 20%, DIV 0%)	2240.24			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	0	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	33.3			Distance to Freight Terminal (20%)	7.14	
	Crash Severity (33%)	33.3		Multimodal	Distance to Multimodal Terminal (60%)	6.06	
	Critical Crash Rate (33%)	96.69			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	1	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	0	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	85	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	45
Length (miles):	1
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width (ft):	11
Paved Shoulder Width (ft):	4
Roadway has Curb & Gutter?	No
Volume (AADT):	2140.24
Volume (PADT):	2240.24
Peak ADT (PADT) Factor:	1.05
Capacity (vpd):	15800
Volume (PADT)/Capacity Ratio:	0.14
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Crash Density (seg):	33.3
Crash Severity (seg):	33.3
Critical Crash Rate (seg):	96.69
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	253
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	85

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	45
Length (miles):	1
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	0
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Norfolk Southern Intermodal Terminal - Greensboro
Distance to Freight Terminal (miles):	7.14
Nearest Multimodal Passenger Terminal :	High Point Amtrak Rail Station
Distance to Multimodal Terminal (miles):	6.06
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 7

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 7	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$4,836,000	Cost Estimation Tool
Right-of-Way Cost:	\$1,550,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$6,386,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$6,386,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090609

Mode: Highway

Status: Submitted

(New Route - Piedmont Parkway Extension)

From/Cross Street: NC 68

Specific Improvement Type: 6 - Widen Existing Roadway and Construct Part on New Location

To: SR 1850 (Sandy Ridge Road)

Project Category: Division Needs

Length: 3

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$41,267,000

Description:

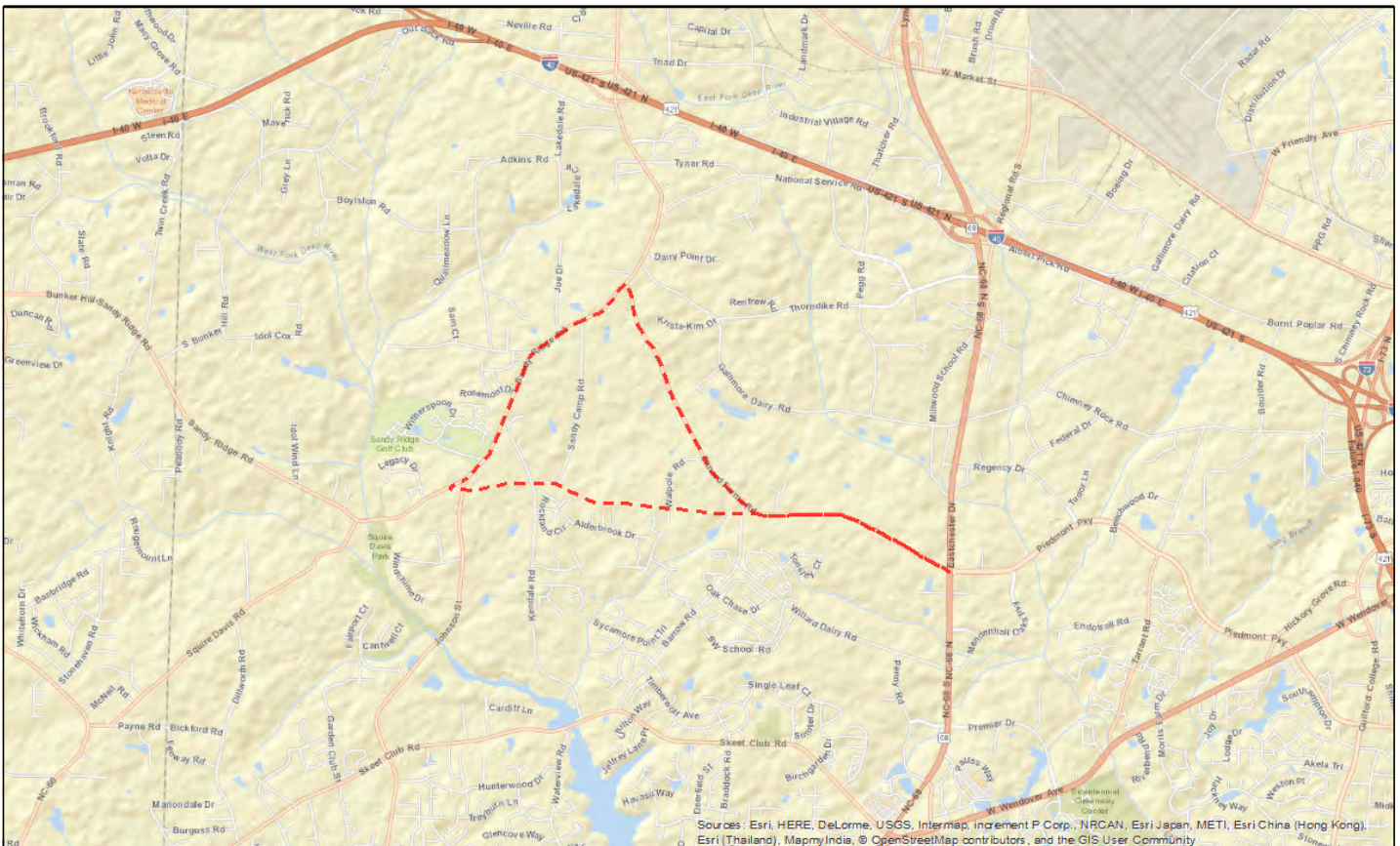
Construct Multi-Lane facility with sidewalks and bike lanes, part on new location

Division(s): Division 7

County(s): GUILFORD

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.41		Accessibility / Connectivity	County Economic Indicator (50%)	253	
	Volume (SW 40%, REG 20%, DIV 0%)	6478.56			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	0	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	63.46			Distance to Freight Terminal (20%)	1.95	
	Crash Severity (33%)	67.02		Multimodal	Distance to Multimodal Terminal (60%)	4.97	
	Critical Crash Rate (33%)	44.39			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	1	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	2	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	91	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	New Roadway
Speed Limit (mph):	45
Length (miles):	4.35
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Major Collector
Terrain Type:	Rolling
Lane Width (ft):	11
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	5904.65
Volume (PADT):	6478.56
Peak ADT (PADT) Factor:	1.1
Capacity (vpd):	15669.58
Volume (PADT)/Capacity Ratio:	0.41
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Crash Density (seg):	63.46
Crash Severity (seg):	67.02
Critical Crash Rate (seg):	44.39
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	253
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	91

Project Benefits

Project Cross-Section:	4D - 4 Lane Divided (23' Raised Median) with Curb & Gutter, Bike Lanes, and Sidewalks
Speed Limit (mph):	45
Length (miles):	3
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Major Collector
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	2557807.88
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Piedmont Triad Inland Terminal
Distance to Freight Terminal (miles):	1.95
Nearest Multimodal Passenger Terminal :	Piedmont Triad International Airport
Distance to Multimodal Terminal (miles):	4.97
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 7

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 7	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$35,208,000	Cost Estimation Tool
Right-of-Way Cost:	\$5,410,000	Cost Estimation Tool
Utilities Cost:	\$649,000	Cost Estimation Tool
Total Project Cost:	\$41,267,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$41,267,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090610

Mode: Highway

Status: Submitted

(Kivett Drive)

From/Cross Street: I-85

Specific Improvement Type: 1 - Widen Existing Roadway

To: I-85 Business/US 29/US 70

Project Category: Division Needs

Length: 2.72

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$32,078,000

Description:

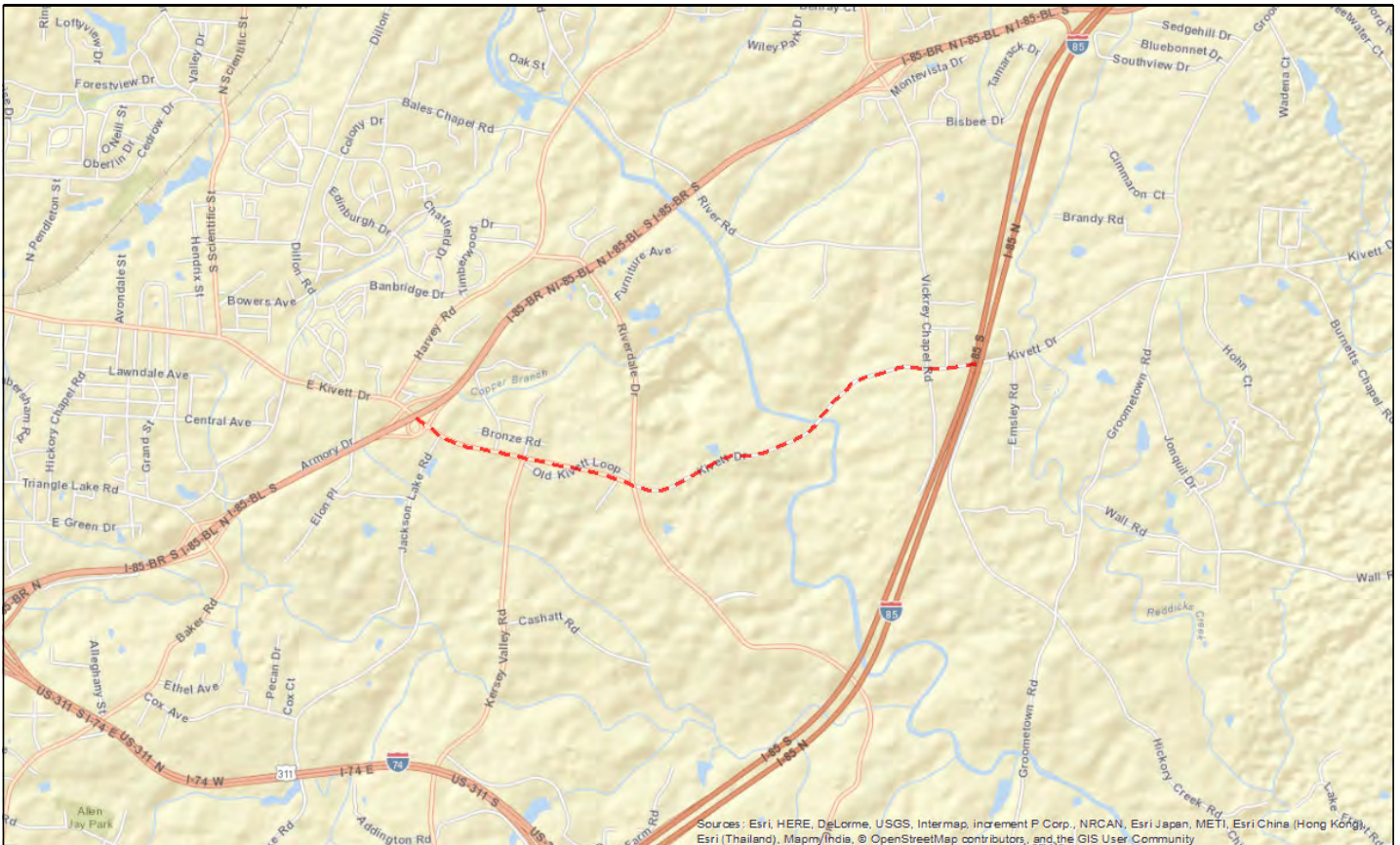
Widen Kivett Drive Between I-85 Business and I-85

Division(s): Division 7

County(s): GUILFORD

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.14		Accessibility / Connectivity	County Economic Indicator (50%)	253	
	Volume (SW 40%, REG 20%, DIV 0%)	2229.35			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	0	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	33.3			Distance to Freight Terminal (20%)	7.19	
	Crash Severity (33%)	86.57		Multimodal	Distance to Multimodal Terminal (60%)	3.81	
	Critical Crash Rate (33%)	65.14			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	3	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	-4	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	63	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	42
Length (miles):	2.72
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width (ft):	9
Paved Shoulder Width (ft):	4
Roadway has Curb & Gutter?	No
Volume (AADT):	2091.21
Volume (PADT):	2229.35
Peak ADT (PADT) Factor:	1.07
Capacity (vpd):	16187.84
Volume (PADT)/Capacity Ratio:	0.14
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Crash Density (seg):	33.3
Crash Severity (seg):	86.57
Critical Crash Rate (seg):	65.14
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	253
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	63

Project Benefits

Project Cross-Section:	4D - 4 Lane Divided (23' Raised Median) with Curb & Gutter, Bike Lanes, and Sidewalks
Speed Limit (mph):	42
Length (miles):	2.72
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	0
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Piedmont Triad Inland Terminal
Distance to Freight Terminal (miles):	7.19
Nearest Multimodal Passenger Terminal :	High Point Amtrak Rail Station
Distance to Multimodal Terminal (miles):	3.81
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 7

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 7	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$27,540,000	Cost Estimation Tool
Right-of-Way Cost:	\$4,052,000	Cost Estimation Tool
Utilities Cost:	\$486,000	Cost Estimation Tool
Total Project Cost:	\$32,078,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$32,078,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090740

Mode: Highway

Status: Submitted

NC-109

From/Cross Street: NC 24/27

Specific Improvement Type: 16 - Modernize Roadway

To: NC 47

Project Category: Regional Impact

Length: 24.52

TIP#: HoldTank

Fully Funded in Draft STIP? No

Cost to NCDOT: \$22,573,000

Description:

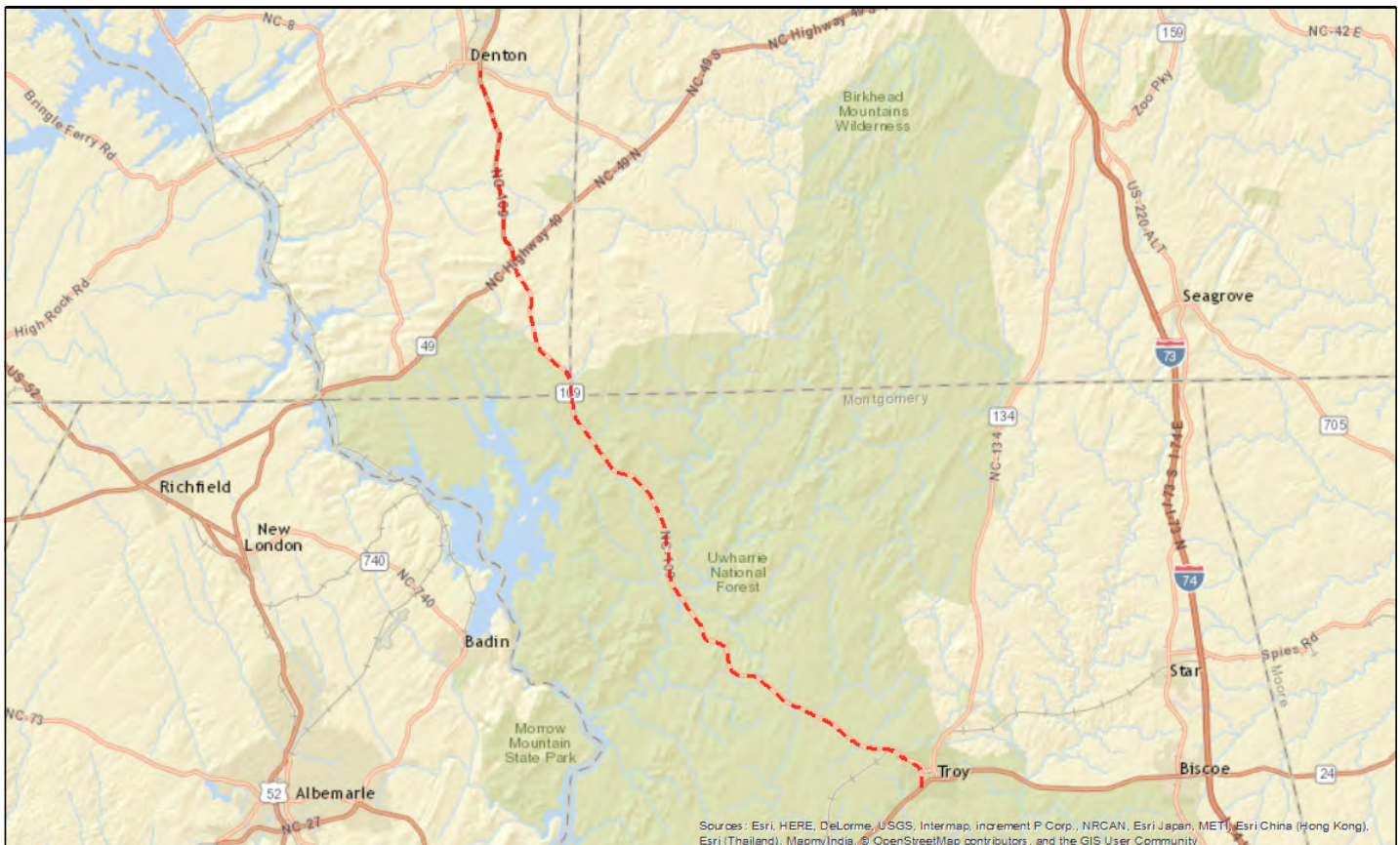
NC 24/27 in Troy to NC 47 in Denton. Widen Existing Two-Lane Cross Section; Improve Shoulders; Add Turn Lanes at Traffic Generators; Improve Signalization. Provide Bicycle Accomodation

Division(s): Division 8, Division 9

County(s): MONTGOMERY, DAVIDSON, RANDOLPH

MPOS(s)/RPO(s): Piedmont Triad RPO, High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
	N/A	N/A
Totals: Weight: 0% Weighted Score: 0		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Congestion REG (20%) In Progress Freight (10%) In Progress Benefit-Cost SW & REG (20%) In Progress Safety (10%) In Progress Accessibility / Connectivity (10%) In Progress	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.17		Accessibility / Connectivity	County Economic Indicator (50%)	169	
	Volume (SW 40%, REG 20%, DIV 0%)	2628.95			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	431.94	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	39.07			Distance to Freight Terminal (20%)	28.61	
	Crash Severity (33%)	96.34		Multimodal	Distance to Multimodal Terminal (60%)	7.46	
	Critical Crash Rate (33%)	58.31			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	1	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	-2	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	95	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	54
Length (miles):	24.52
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width (ft):	11
Paved Shoulder Width (ft):	2
Roadway has Curb & Gutter?	No
Volume (AADT):	2403.69
Volume (PADT):	2628.95
Peak ADT (PADT) Factor:	1.09
Capacity (vpd):	15528.39
Volume (PADT)/Capacity Ratio:	0.17
% Autos:	82%
% Trucks:	18%
Truck Volume (AADTT):	431.94
Crash Density (seg):	39.07
Crash Severity (seg):	96.34
Critical Crash Rate (seg):	58.31
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	169
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	95

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	50
Length (miles):	24.52
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	0
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	-681165.18
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) – DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Corn Products International
Distance to Freight Terminal (miles):	28.61
Nearest Multimodal Passenger Terminal :	Stanly County Airport
Distance to Multimodal Terminal (miles):	7.46
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	Montgomery County CTP
CTP/LRTP Completion Year:	2012
Submitted by:	Piedmont Triad RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 8	64%	0	0
Division 9	36%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Piedmont Triad RPO	64%	0	0
High Point Urban Area MPO	36%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$22,573,000	Cost Estimation Tool
Right-of-Way Cost:	\$0	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$22,573,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$22,573,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H090970-A

Mode: Highway

Status: Submitted

NC-150

From/Cross Street: SR 1493 Frye Bridge/Welcome
Arcadia Road

Specific Improvement Type: 1 - Widen Existing Roadway

To: US 64

Project Category: Regional Impact

Length: 7.82

TIP#: HoldTank

Fully Funded in Draft STIP? No

Cost to NCDOT: \$121,481,000

Description:

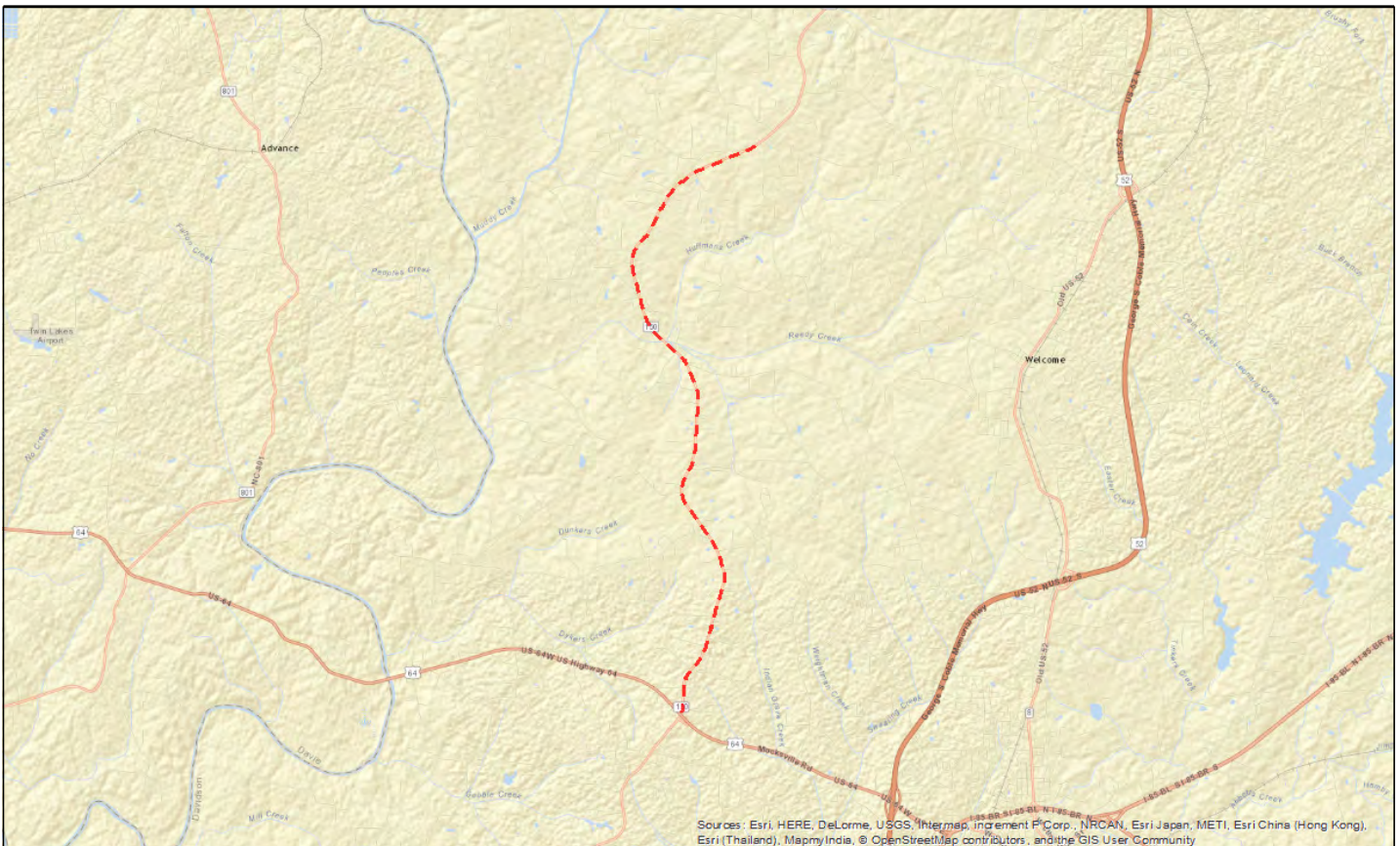
SR 1493 (Frye Bridge Rd/Welcomearcadia Rd) to US 64. Widen to Multi-Lanes. Add to Stip.

Division(s): Division 9

County(s): DAVIDSON

MPOS(s)/RPO(s): High Point Urban Area MPO, Winston Salem Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
	N/A	N/A
Totals: Weight: 0% Weighted Score: 0		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (10%) In Progress Congestion REG (20%) In Progress Freight (10%) In Progress Benefit-Cost SW & REG (20%) In Progress	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.41		Accessibility / Connectivity	County Economic Indicator (50%)	222	
	Volume (SW 40%, REG 20%, DIV 0%)	6336.36			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	151.27	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	54.27			Distance to Freight Terminal (20%)	7.59	
	Crash Severity (33%)	88.56		Multimodal	Distance to Multimodal Terminal (60%)	5.14	
	Critical Crash Rate (33%)	73.67			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	1	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	2	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	100	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	55
Length (miles):	7.82
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width (ft):	11
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	6050.9
Volume (PADT):	6336.36
Peak ADT (PADT) Factor:	1.05
Capacity (vpd):	15500
Volume (PADT)/Capacity Ratio:	0.41
% Autos:	98%
% Trucks:	2%
Truck Volume (AADTT):	151.27
Crash Density (seg):	54.27
Crash Severity (seg):	88.56
Critical Crash Rate (seg):	73.67
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	222
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	100

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	45
Length (miles):	7.82
Facility Type:	Arterial
Access Control:	Limited
Functional Classification:	Other Principal Arterial
TerrainType:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	-6760678.95
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Corn Products International
Distance to Freight Terminal (miles):	7.59
Nearest Multimodal Passenger Terminal :	Davidson County Airport
Distance to Multimodal Terminal (miles):	5.14
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	High Point Urban Area MPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 9	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	60%	0	0
Winston Salem Urban Area MPO	40%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$55,485,000	Cost Estimation Tool
Right-of-Way Cost:	\$58,925,000	Cost Estimation Tool
Utilities Cost:	\$7,071,000	Cost Estimation Tool
Total Project Cost:	\$121,481,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$121,481,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H111157

Mode: Highway

Status: Submitted

I-85 BUS

From/Cross Street: US 64

Specific Improvement Type: 8 - Improve Interchange

To:

Project Category: Regional Impact

Length: 2

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$34,410,000

Description:

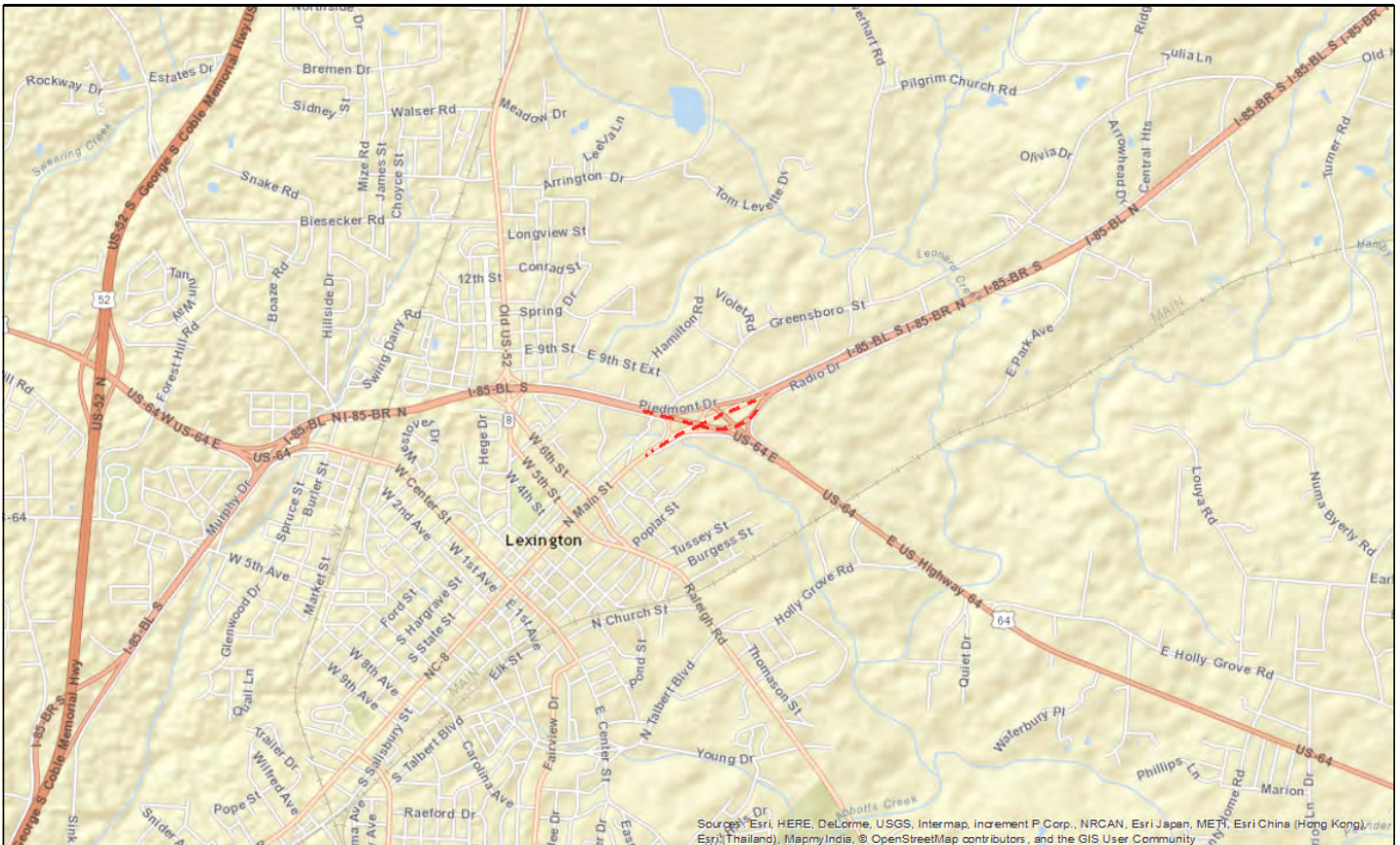
Re-Construct interchange at intersection of I-85 Business/US 29/70 & US 64 East of Lexington

Division(s): Division 9

County(s): DAVIDSON

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
	N/A	N/A
Totals: Weight: 0% Weighted Score: 0		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (10%) In Progress Congestion REG (20%) In Progress Freight (10%) In Progress Benefit-Cost SW & REG (20%) In Progress	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.32		Accessibility / Connectivity	County Economic Indicator (50%)	222	
	Volume (SW 40%, REG 20%, DIV 0%)	29220.62			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	2490.55	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	0			Distance to Freight Terminal (20%)	13.73	
	Crash Severity (33%)	33.3		Multimodal	Distance to Multimodal Terminal (60%)	5.45	
	Critical Crash Rate (33%)	33.3			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	0	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	0	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	100	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	4 Lane with Median - Partial Control
Speed Limit (mph):	55
Length (miles):	2
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial-Other Freeway
Terrain Type:	Rolling
Lane Width (ft):	12
Paved Shoulder Width (ft):	4
Roadway has Curb & Gutter?	No
Volume (AADT):	28594.12
Volume (PADT):	29220.62
Peak ADT (PADT) Factor:	1.02
Capacity (vpd):	91997.58
Volume (PADT)/Capacity Ratio:	0.32
% Autos:	91%
% Trucks:	9%
Truck Volume (AADTT):	2490.55
Crash Density (seg):	0
Crash Severity (seg):	33.3
Critical Crash Rate (seg):	33.3
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	222
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	100

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	55
Length (miles):	2
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial-Other Freeway
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	0
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Corn Products International
Distance to Freight Terminal (miles):	13.73
Nearest Multimodal Passenger Terminal :	Davidson County Airport
Distance to Multimodal Terminal (miles):	5.45
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 9

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 9	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$28,860,000	Cost Estimation Tool
Right-of-Way Cost:	\$5,550,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$34,410,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$34,410,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H141847

Mode: Highway

Status: Submitted

(Montlieu Avenue)

From/Cross Street: Interstate 74

Specific Improvement Type: 1 - Widen Existing Roadway

To: N. College Drive

Project Category: Division Needs

Length: 1.3

TIP#: U-5855

Fully Funded in Draft STIP? No

Cost to NCDOT: \$13,958,000

Description:

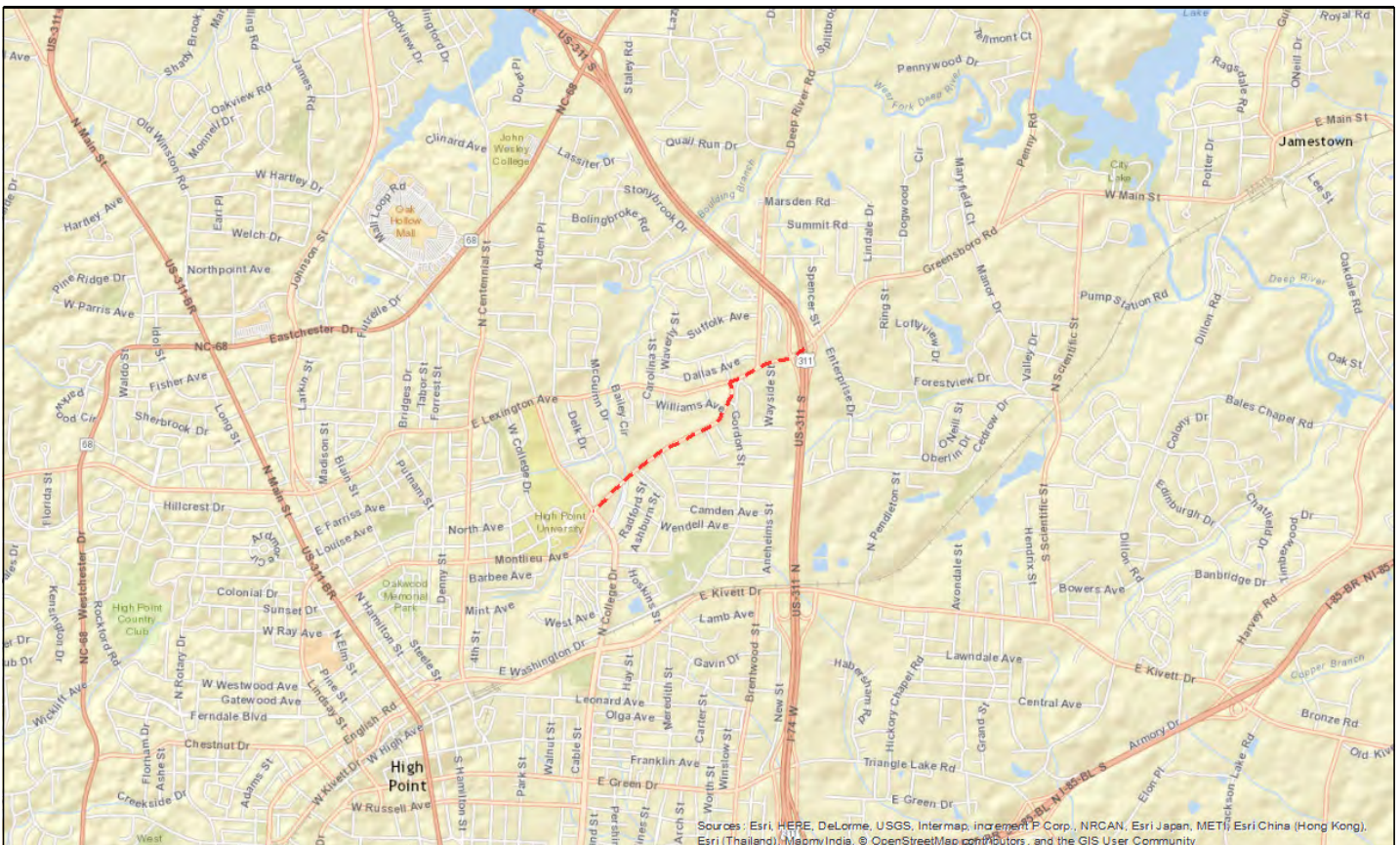
Widen roadway to accommodate a two lane median divided facility with bike lanes and sidewalks on both sides

Division(s): Division 7

County(s): GUILFORD

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.35		Accessibility / Connectivity	County Economic Indicator (50%)	253	
	Volume (SW 40%, REG 20%, DIV 0%)	7662.27			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	183.6	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	71.8			Distance to Freight Terminal (20%)	6.11	
	Crash Severity (33%)	85.52		Multimodal	Distance to Multimodal Terminal (60%)	1.3	
	Critical Crash Rate (33%)	100			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	0	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	2	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	84	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	35
Length (miles):	1.3
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	Yes
Volume (AADT):	7171.91
Volume (PADT):	7662.27
Peak ADT (PADT) Factor:	1.07
Capacity (vpd):	22124.17
Volume (PADT)/Capacity Ratio:	0.35
% Autos:	97%
% Trucks:	3%
Truck Volume (AADTT):	183.6
Crash Density (seg):	71.8
Crash Severity (seg):	85.52
Critical Crash Rate (seg):	100
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	253
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	84

Project Benefits

Project Cross-Section:	2J - 2 Lane Divided (23' Raised Median) with Curb & Gutter, Bike Lanes, and Sidewalks
Speed Limit (mph):	35
Length (miles):	1.3
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	-103892.67
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Piedmont Triad Inland Terminal
Distance to Freight Terminal (miles):	6.11
Nearest Multimodal Passenger Terminal :	High Point Amtrak Rail Station
Distance to Multimodal Terminal (miles):	1.3
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 7

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 7	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$9,872,000	Cost Estimation Tool
Right-of-Way Cost:	\$3,648,000	Cost Estimation Tool
Utilities Cost:	\$438,000	Cost Estimation Tool
Total Project Cost:	\$13,958,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$13,958,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H150302

Mode: Highway

Status: Submitted

(West Lexington Avenue)

From/Cross Street: Kensington Drive

Specific Improvement Type: 1 - Widen Existing Roadway

To: The High Point City Limits just east of Pinewood Lane

Project Category: Division Needs

Length: 1.07

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$10,211,000

Description:

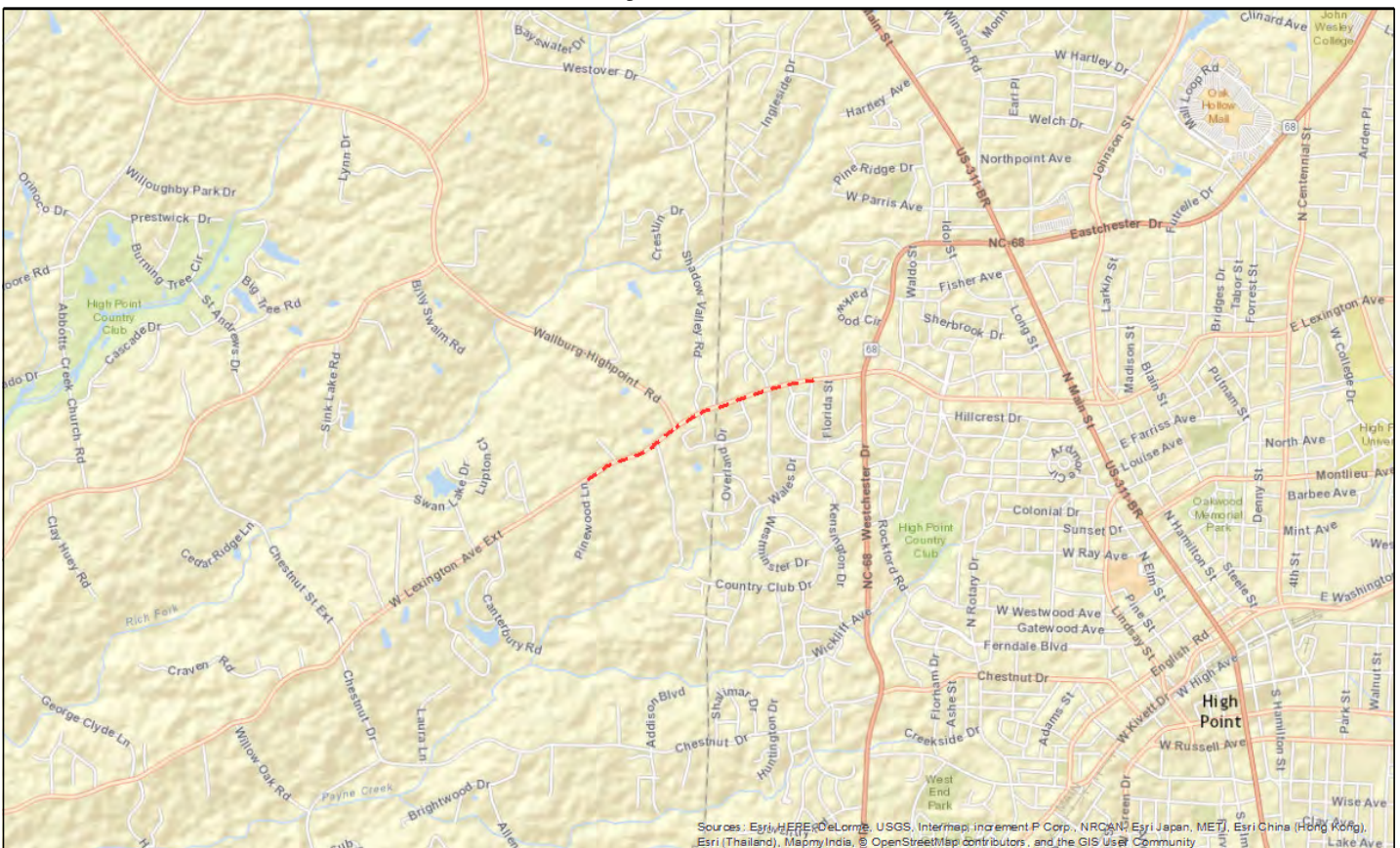
Widen the existing road way to a three lane facility with bike lanes and sidewalks on both sides.

Division(s): Division 9, Division 7

County(s): DAVIDSON, GUILFORD

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.58		Accessibility / Connectivity	County Economic Indicator (50%)	222	
	Volume (SW 40%, REG 20%, DIV 0%)	9155.57			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	214.7	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	33.3			Distance to Freight Terminal (20%)	8.61	
	Crash Severity (33%)	100		Multimodal	Distance to Multimodal Terminal (60%)	1.99	
	Critical Crash Rate (33%)	33.3			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	1	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	4	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	95	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	41
Length (miles):	1.07
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width (ft):	11
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	8452.72
Volume (PADT):	9155.57
Peak ADT (PADT) Factor:	1.08
Capacity (vpd):	15800
Volume (PADT)/Capacity Ratio:	0.58
% Autos:	97%
% Trucks:	3%
Truck Volume (AADTT):	214.7
Crash Density (seg):	33.3
Crash Severity (seg):	100
Critical Crash Rate (seg):	33.3
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	222
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	95

Project Benefits

Project Cross-Section:	3C - 2 Lane with Two Way Left Turn Lane, Curb & Gutter, Bike Lanes, and Sidewalks
Speed Limit (mph):	35
Length (miles):	1.07
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	-526175.15
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Piedmont Triad Inland Terminal
Distance to Freight Terminal (miles):	8.61
Nearest Multimodal Passenger Terminal :	High Point Transit Center
Distance to Multimodal Terminal (miles):	1.99
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	CTP and the MTP
CTP/LRTP Completion Year:	2015
Submitted by:	High Point Urban Area MPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 9	59%	0	0
Division 7	41%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$7,665,000	Cost Estimation Tool
Right-of-Way Cost:	\$2,273,000	Cost Estimation Tool
Utilities Cost:	\$273,000	Cost Estimation Tool
Total Project Cost:	\$10,211,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$10,211,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H150360

Mode: Highway

Status: Submitted

(E. Lexington Ave.)

From/Cross Street: Montlieu Ave

Specific Improvement Type: 1 - Widen Existing Roadway

To: Main Street

Project Category: Division Needs

Length: 2.24

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$25,923,000

Description:

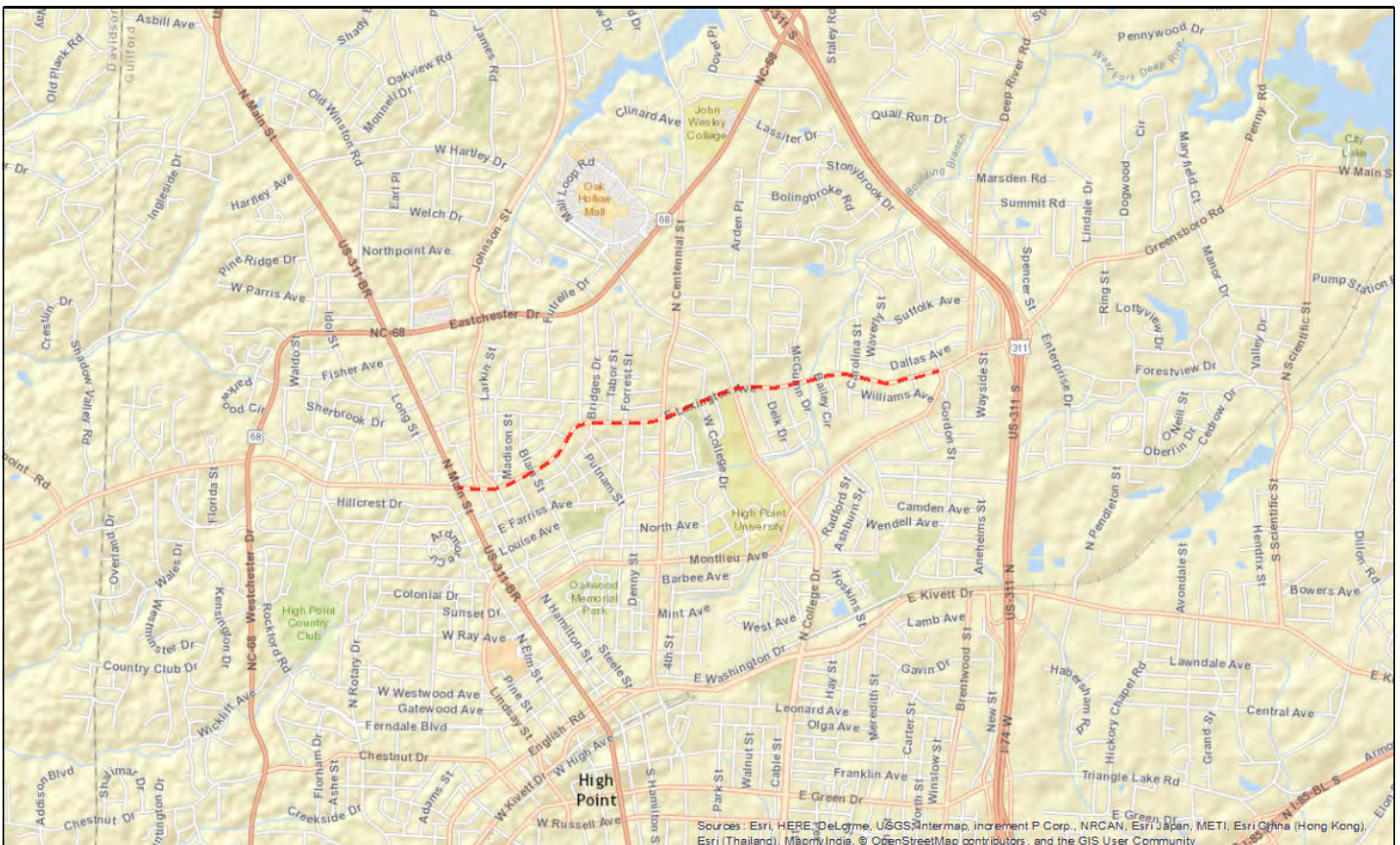
Widen E. Lexington Ave. From Montlieu Ave. to Main Street.

Division(s): Division 7

County(s): GUILFORD

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.49		Accessibility / Connectivity	County Economic Indicator (50%)	253	
	Volume (SW 40%, REG 20%, DIV 0%)	8385.14			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	197.93	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	70.22			Distance to Freight Terminal (20%)	6.39	
	Crash Severity (33%)	74.13		Multimodal	Distance to Multimodal Terminal (60%)	1.15	
	Critical Crash Rate (33%)	85.08			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	0	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	2	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	96	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	35
Length (miles):	2.24
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	Yes
Volume (AADT):	7885.63
Volume (PADT):	8385.14
Peak ADT (PADT) Factor:	1.06
Capacity (vpd):	17256.45
Volume (PADT)/Capacity Ratio:	0.49
% Autos:	97%
% Trucks:	3%
Truck Volume (AADTT):	197.93
Crash Density (seg):	70.22
Crash Severity (seg):	74.13
Critical Crash Rate (seg):	85.08
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	253
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	96

Project Benefits

Project Cross-Section:	2J - 2 Lane Divided (23' Raised Median) with Curb & Gutter, Bike Lanes, and Sidewalks
Speed Limit (mph):	35
Length (miles):	2.24
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	2
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	-65588.95
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Piedmont Triad Inland Terminal
Distance to Freight Terminal (miles):	6.39
Nearest Multimodal Passenger Terminal :	High Point Transit Center
Distance to Multimodal Terminal (miles):	1.15
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	CTP and MTP
CTP/LRTP Completion Year:	2015
Submitted by:	High Point Urban Area MPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 7	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$17,010,000	Cost Estimation Tool
Right-of-Way Cost:	\$7,958,000	Cost Estimation Tool
Utilities Cost:	\$955,000	Cost Estimation Tool
Total Project Cost:	\$25,923,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$25,923,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H150361

Mode: Highway

Status: Submitted

(Triangle Lake Rd.)

From/Cross Street: Hickory Chapel Rd.

Specific Improvement Type: 1 - Widen Existing Roadway

To: Central Ave.

Project Category: Division Needs

Length: 1.08

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$12,266,000

Description:

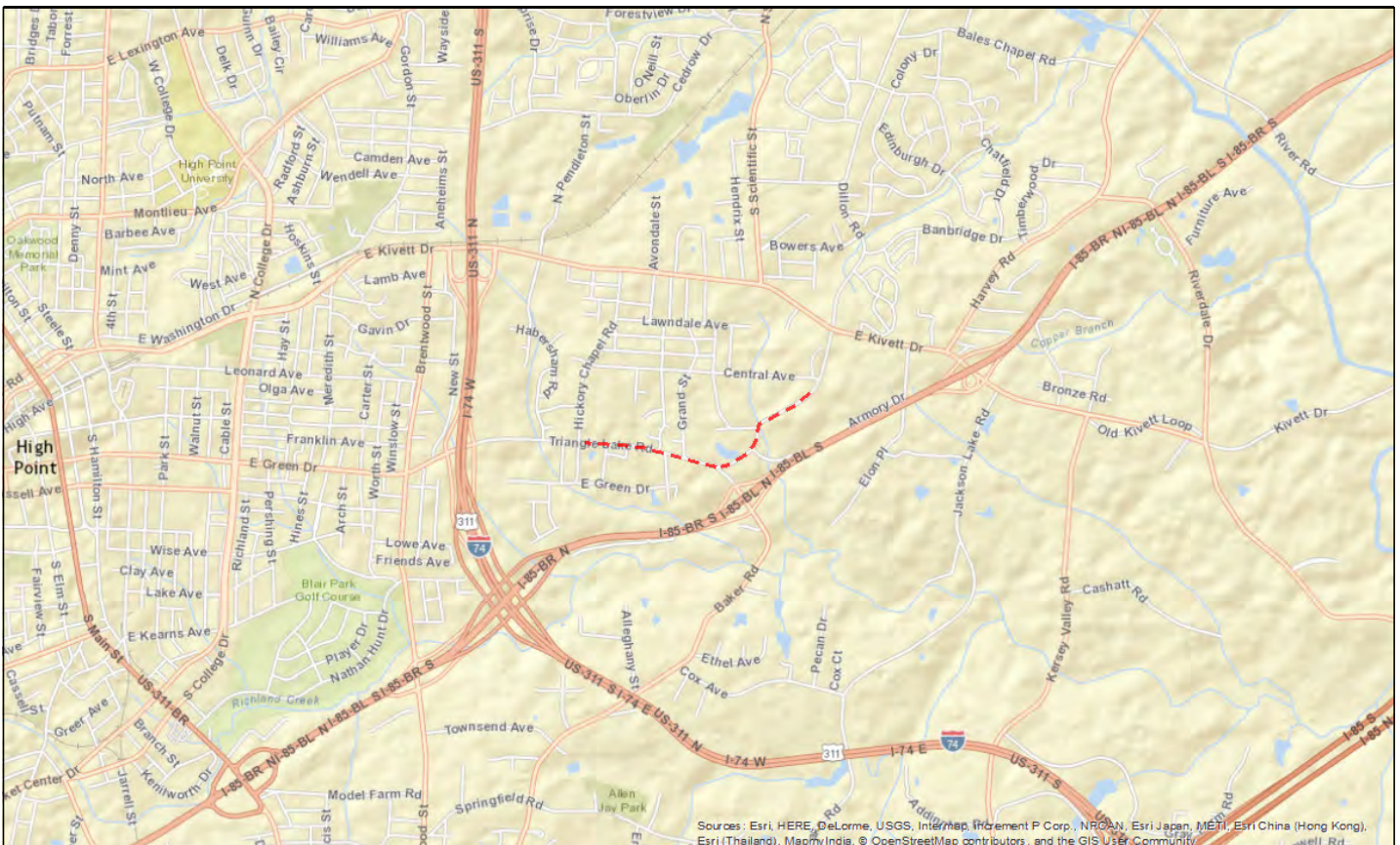
Widen existing Triangle Lake Rd. to three lane curb and gutter facility with sidewalk on both sides.

Division(s): Division 7

County(s): GUILFORD

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points:	Percent: 15% Points:

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress Totals: Weight: 50% Weighted Score: 0	Percent: 25% Points:	Percent: 25% Points:

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.23		Accessibility / Connectivity	County Economic Indicator (50%)	253	
	Volume (SW 40%, REG 20%, DIV 0%)	3869.27			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	0	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	33.3			Distance to Freight Terminal (20%)	7.38	
	Crash Severity (33%)	84.09		Multimodal	Distance to Multimodal Terminal (60%)	2.23	
	Critical Crash Rate (33%)	66.83			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	2	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	0	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	100	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	2 Lane Undivided
Speed Limit (mph):	35
Length (miles):	1.08
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width (ft):	10
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	3635.75
Volume (PADT):	3869.27
Peak ADT (PADT) Factor:	1.06
Capacity (vpd):	16974.39
Volume (PADT)/Capacity Ratio:	0.23
% Autos:	100%
% Trucks:	0%
Truck Volume (AADTT):	0
Crash Density (seg):	33.3
Crash Severity (seg):	84.09
Critical Crash Rate (seg):	66.83
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	253
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	100

Project Benefits

Project Cross-Section:	3B - 2 Lane with Two Way Left Turn Lane, Curb & Gutter, and Sidewalks
Speed Limit (mph):	35
Length (miles):	1.08
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	0
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	-14546.23
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Piedmont Triad Inland Terminal
Distance to Freight Terminal (miles):	7.38
Nearest Multimodal Passenger Terminal :	High Point Amtrak Rail Station
Distance to Multimodal Terminal (miles):	2.23
Does project upgrade how the roadway functions?	No
Travel Time Savings/User:	
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	High Point Urban Area MPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 7	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$9,064,000	Cost Estimation Tool
Right-of-Way Cost:	\$2,859,000	Cost Estimation Tool
Utilities Cost:	\$343,000	Cost Estimation Tool
Total Project Cost:	\$12,266,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$12,266,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: H150362

Mode: Highway

Status: Submitted

NC-68 (Eastchester Dr)

From/Cross Street: Hickwood Rd

Specific Improvement Type: 4 - Upgrade Arterial to Superstreet

To: Gallimore Dairy Rd

Project Category: Regional Impact

Length: 2.92

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$32,708,000

Description:

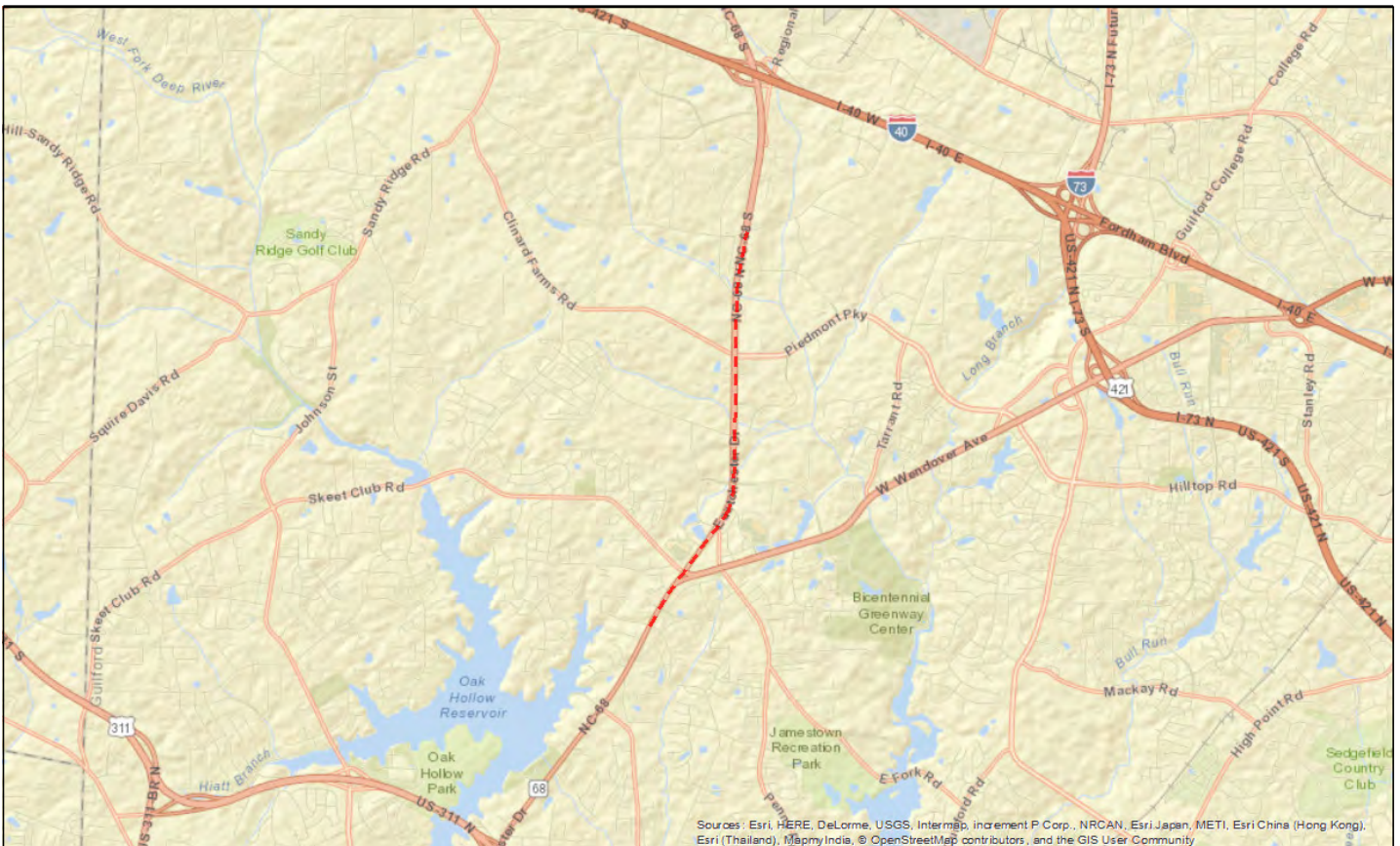
Upgrade existing NC-68 to superstreet

Division(s): Division 7

County(s): GUILFORD

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
	N/A	N/A
Totals: Weight: 0% Weighted Score: 0		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (10%) In Progress Congestion REG (20%) In Progress Freight (10%) In Progress Benefit-Cost SW & REG (20%) In Progress	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 70% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Points
Safety (10%) In Progress Accessibility / Connectivity (5%) In Progress Congestion DIV (15%) In Progress Freight (5%) In Progress Benefit-Cost DIV (15%) In Progress	Percent: 25% Points:	Percent: 25% Points:
Totals: Weight: 50% Weighted Score: 0		

Criteria measures

Criteria	Measure	Raw Value	Scaled value	Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	1.33		Accessibility / Connectivity	County Economic Indicator (50%)	253	
	Volume (SW 40%, REG 20%, DIV 0%)	42067.63			Upgrade Roadway Travel Time Savings (50%)		
Benefit-Cost (SW/REG)	Benefit/Cost SW/REG (100%)			Freight	Truck Volume (50%)	1852.8	
Benefit-Cost (DIV)	Benefit/Cost DIV (100%)				Volume/Capacity on Non-Interstate STRAHNET or Future Interstate (30%)		
Safety (Segments)	Crash Density (33%)	60.38			Distance to Freight Terminal (20%)	1.69	
	Crash Severity (33%)	66.7		Multimodal	Distance to Multimodal Terminal (60%)	4.21	
	Critical Crash Rate (33%)	59.11			Volume/Capacity on Route near Multimodal Terminal (40%)		
Safety (Intersections)	Crash Frequency (50%)			Lane Width	Lane Width Difference (100%)	0	
	Severity Index (50%)			Shoulder Width	Paved Shoulder Width Difference (100%)	6	
Economic Competitiveness	%Change in Economy (50%)			Pavement Condition	Pavement Condition Rating (100%)	97	
	Long-term Jobs (50%)						

Project Data***Existing Conditions**

Existing Cross-Section:	4 Lane with Median - Partial Control
Speed Limit (mph):	45
Length (miles):	2.92
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width (ft):	12
Paved Shoulder Width (ft):	4
Roadway has Curb & Gutter?	Yes
Volume (AADT):	40365.98
Volume (PADT):	42067.63
Peak ADT (PADT) Factor:	1.04
Capacity (vpd):	31700
Volume (PADT)/Capacity Ratio:	1.33
% Autos:	95%
% Trucks:	5%
Truck Volume (AADTT):	1852.8
Crash Density (seg):	60.38
Crash Severity (seg):	66.7
Critical Crash Rate (seg):	59.11
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	253
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	No
Pavement Condition Rating:	97

Project Benefits

Project Cross-Section:	6F - 6 Lane Divided (17'-6" Raised Median) with Curb & Gutter, Wide Outside Lanes, and Sidewalks
Speed Limit (mph):	45
Length (miles):	2.92
Facility Type:	Superstreet
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	10
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	43028136.6
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
Long-Term Employment:	
% Change in Economy:	
Nearest Freight Terminal:	Piedmont Triad Inland Terminal
Distance to Freight Terminal (miles):	1.69
Nearest Multimodal Passenger Terminal :	Piedmont Triad International Airport
Distance to Multimodal Terminal (miles):	4.21
Does project upgrade how the roadway functions?	Yes
Travel Time Savings/User:	
In CTP or LRTP?	Yes
CTP/LRTP Name:	CTP
CTP/LRTP Completion Year:	2010
Submitted by:	High Point Urban Area MPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 7	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$28,363,000	Cost Estimation Tool
Right-of-Way Cost:	\$3,879,000	Cost Estimation Tool
Utilities Cost:	\$466,000	Cost Estimation Tool
Total Project Cost:	\$32,708,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$32,708,000	



NCDOT Prioritization 4.0 Project Summary

SPOT ID: R140003

Mode: Rail

Status: Submitted

NS Main

Specific Improvement Type: Freight rail infrastructure improvement or construction

Project Category: Statewide Mobility

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$0

Description:

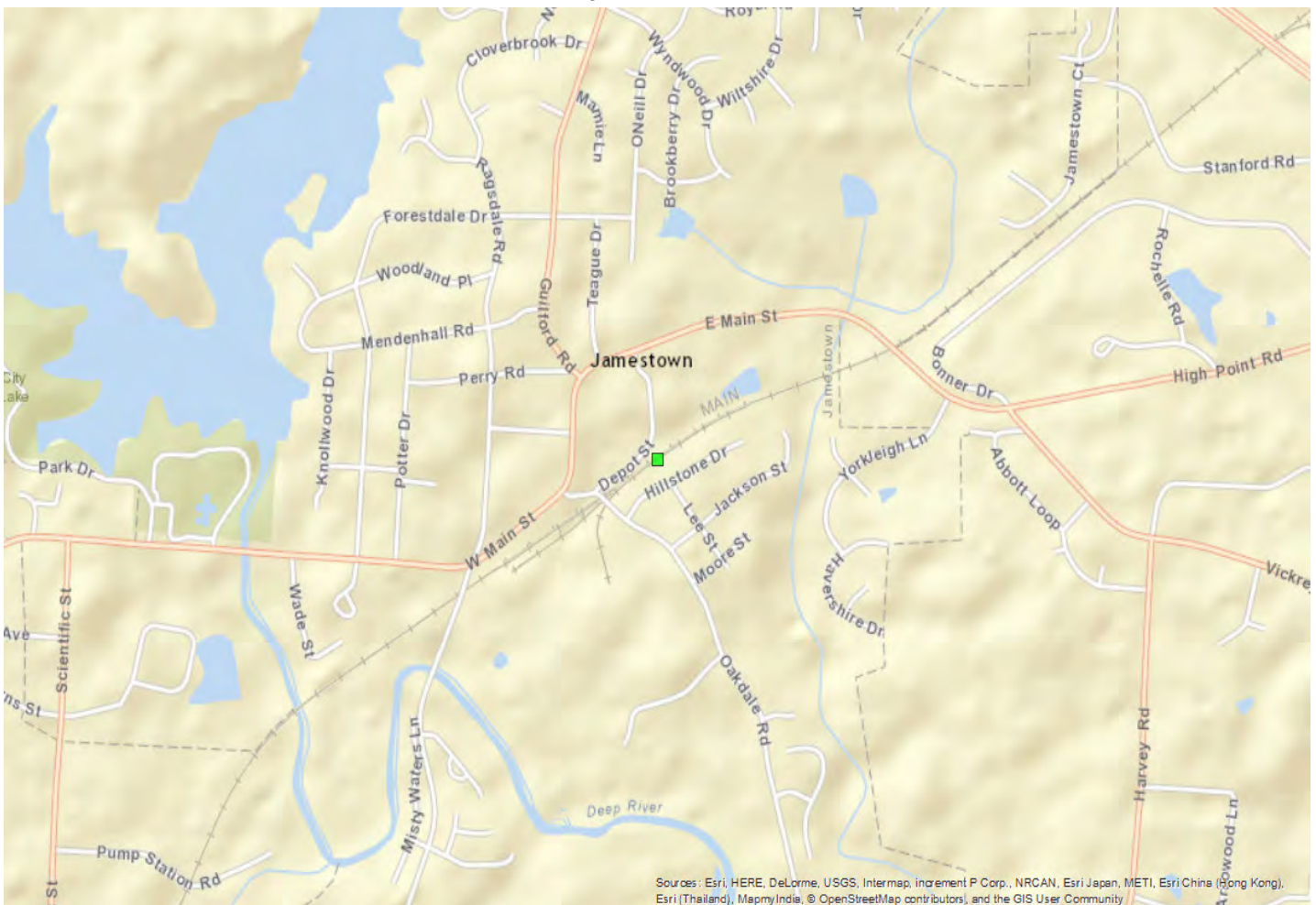
Jamestown siding extension to allow the local train to clear the mainline during switching operations.

Division(s) :

County(s) :

MPOS(s)/RPO(s) :

Project Location



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points: 0	Percent: 15% Points: 0

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 25% Points: 0	Percent: 25% Points: 0

Criteria Measures			
Criteria	Measure	Raw Value	Scaled Value
Cost Effectiveness	Return on Investment Index (75%)		
	Regional job creation Index (25%)		
System Health	Capacity Index (75%)		
	Accessibility/Connectivity Index (25%)		
Safety and Suitability	Safety Index (100%)		
Project Support	Funding Leverage Index (100%)		

Project Data

Date:

Project Local ID:	
Submitted by:	

Project Cost:

Total Project Cost:	\$0
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT:	\$0

Project Ownership

Division			
Division	Percent	Regional Impact Points	Division Needs Points
Division 7	100	0	0
	0	0	0
	0	0	0
Total Division Points	100%	0	0

MPO/RPO			
MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100	0	0
	0	0	0
	0	0	0
Total MPO/RPO Points	100%	0	0



NCDOT Prioritization 4.0 Project Summary

SPOT ID: R140010

Mode: Rail

Status: Submitted

NS Main

Specific Improvement Type: Freight rail infrastructure improvement or construction

Project Category: Statewide Mobility

TIP #: HoldTank

Fully Funded in Draft STIP? No

Cost to NCDOT: \$2,000,000

Description:

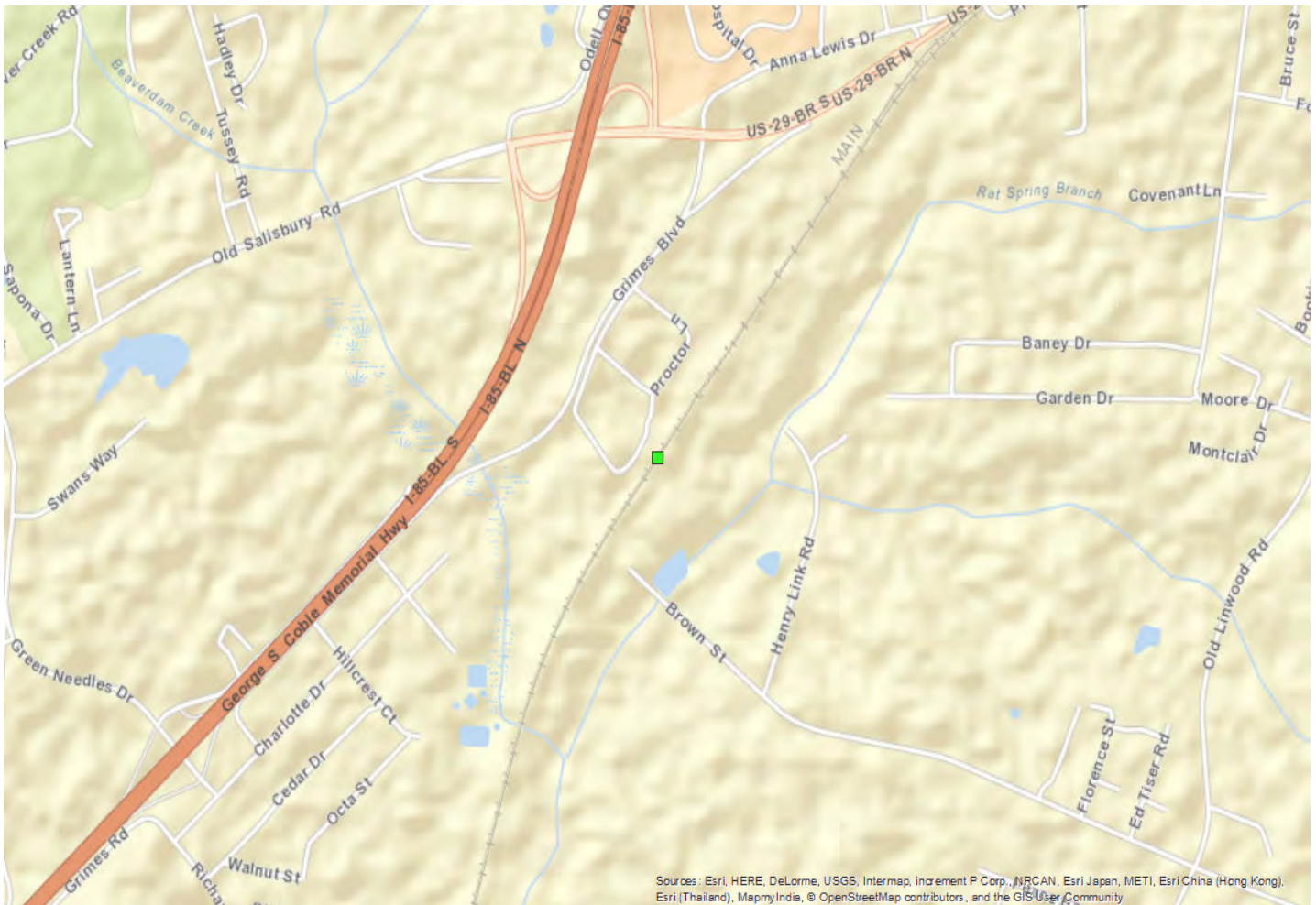
Kimberly Clark lead in Lexington, Davidson County. Allows the local train to clear the mainline track during switching operations, increasing network fluidity for freight & passenger traffic.

Division(s) :

County(s) :

MPOS(s)/RPO(s) :

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points: 0	Percent: 15% Points: 0

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 25% Points: 0	Percent: 25% Points: 0

Criteria Measures			
Criteria	Measure	Raw Value	Scaled Value
Cost Effectiveness	Return on Investment Index (75%)		
	Regional job creation Index (25%)		
System Health	Capacity Index (75%)		
	Accessibility/Connectivity Index (25%)		
Safety and Suitability	Safety Index (100%)		
Project Support	Funding Leverage Index (100%)		

Project Data

Date:

Project Local ID:	
Submitted by:	

Project Cost:

Total Project Cost:	\$2,000,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT:	\$2,000,000

Project Ownership

Division			
Division	Percent	Regional Impact Points	Division Needs Points
Division 9	100	0	0
	0	0	0
	0	0	0
Total Division Points	100%	0	0

MPO/RPO			
MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100	0	0
	0	0	0
	0	0	0
Total MPO/RPO Points	100%	0	0



NCDOT Prioritization 4.0 Project Summary

SPOT ID: R150375

Mode: Rail

Status: Submitted

Yadkin Valley Station in Lexington

Specific Improvement Type: Passenger rail station improvement or construction

Project Category: Regional Impact

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$30,000,000

Description:

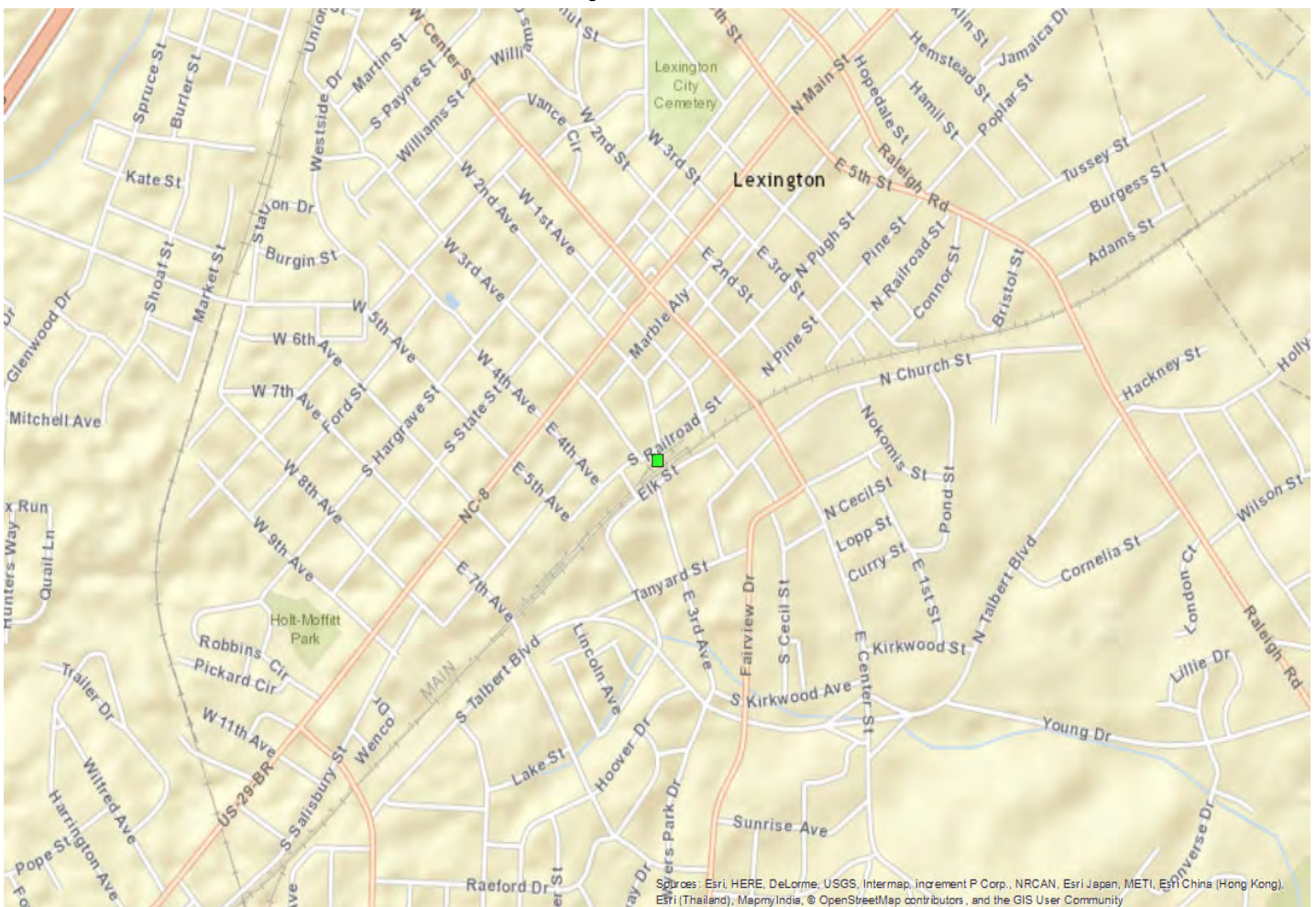
Construct a new passenger station in Lexington and passenger platforms

Division(s) :

County(s) :

MPOS(s)/RPO(s) :

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points: 0	Percent: 15% Points: 0

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 25% Points: 0	Percent: 25% Points: 0

Criteria Measures			
Criteria	Measure	Raw Value	Scaled Value
Cost Effectiveness	Return on Investment Index (75%)		
	Regional job creation Index (25%)		
System Health	Capacity Index (75%)		
	Accessibility/Connectivity Index (25%)		
Safety and Suitability	Safety Index (100%)		
Project Support	Funding Leverage Index (100%)		

Project Data

Date:

Project Local ID:	
Submitted by:	

Project Cost:

Total Project Cost:	\$30,000,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT:	\$30,000,000

Project Ownership

Division			
Division	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total Division Points	100%	0	0

MPO/RPO			
MPO/RPO	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total MPO/RPO Points	100%	0	0



NCDOT Prioritization 4.0 Project Summary

SPOT ID: R150855

Mode: Rail

Status: Submitted

Turner Street/Liberty Street

Specific Improvement Type: Freight rail infrastructure improvement or construction

Project Category: Division Needs

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$34,500,000

Description:

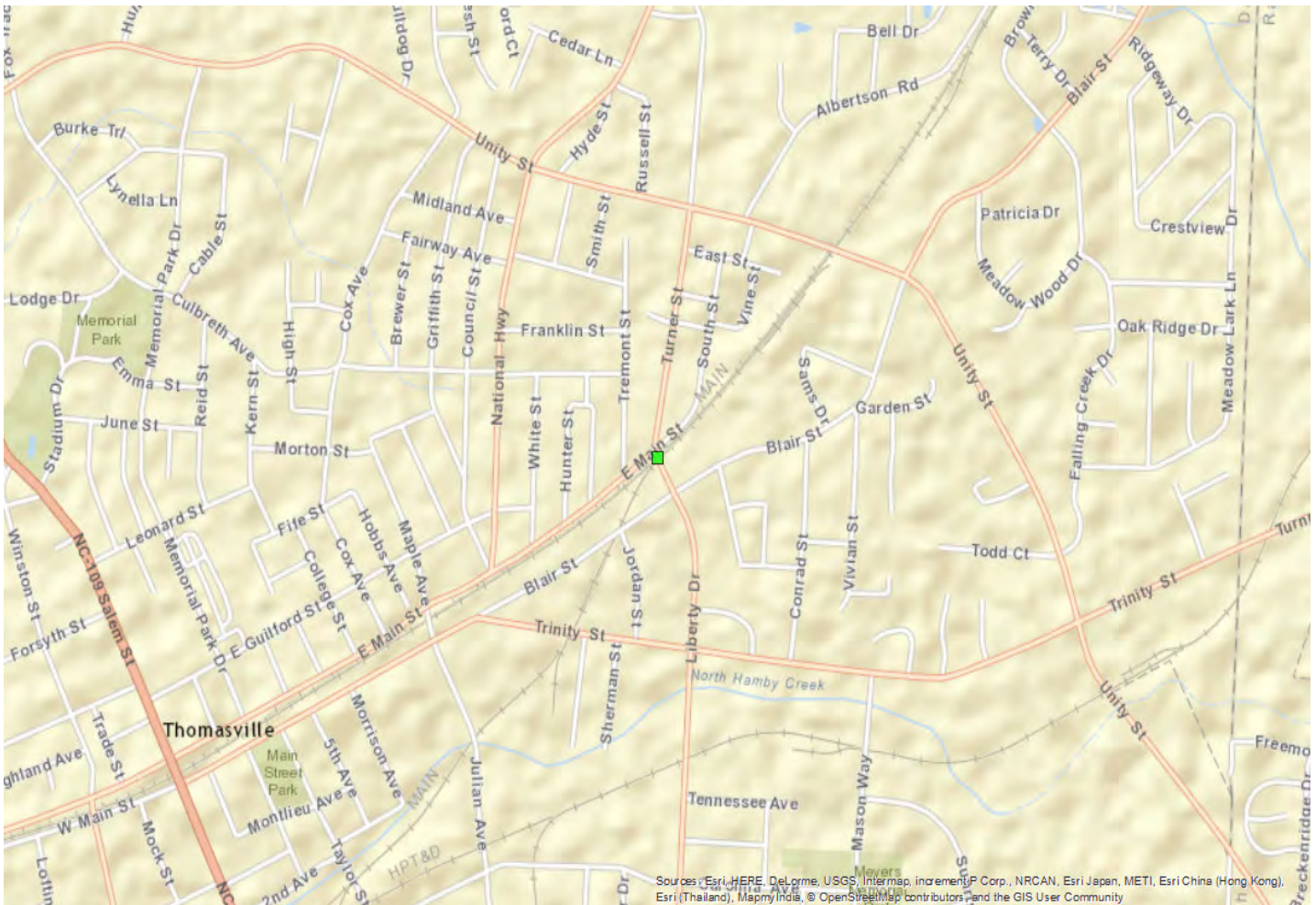
Provide a grade separation between the existing rail line and Turner Street / Liberty Street at the existing at grade rail crossing

Division(s) :

County(s) :

MPOS(s)/RPO(s) :

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
	N/A	N/A
Totals: Weight: 0% Weighted Score: 0		

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
	Percent: 15% Points: 0	Percent: 15% Points: 0
Totals: Weight: 0% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
	Percent: 25% Points: 0	Percent: 25% Points: 0
Totals: Weight: 0% Weighted Score: 0		

Criteria Measures			
Criteria	Measure	Raw Value	Scaled Value
Cost Effectiveness	Return on Investment Index (75%)		
	Regional job creation Index (25%)		
System Health	Capacity Index (75%)		
	Accessibility/Connectivity Index (25%)		
Safety and Suitability	Safety Index (100%)		
Project Support	Funding Leverage Index (100%)		

Project Data

Date:

Project Local ID:	
Submitted by:	

Project Cost:

Total Project Cost:	\$34,500,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT:	\$34,500,000

Project Ownership

Division			
Division	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total Division Points	100%	0	0

MPO/RPO			
MPO/RPO	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total MPO/RPO Points	100%	0	0



NCDOT Prioritization 4.0 Project Summary

SPOT ID: R150903

Mode: Rail

Status: Submitted

East 7th Avenue

Specific Improvement Type: Highway-rail crossing improvement

Project Category: Division Needs

TIP #:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$5,000,000

Description:

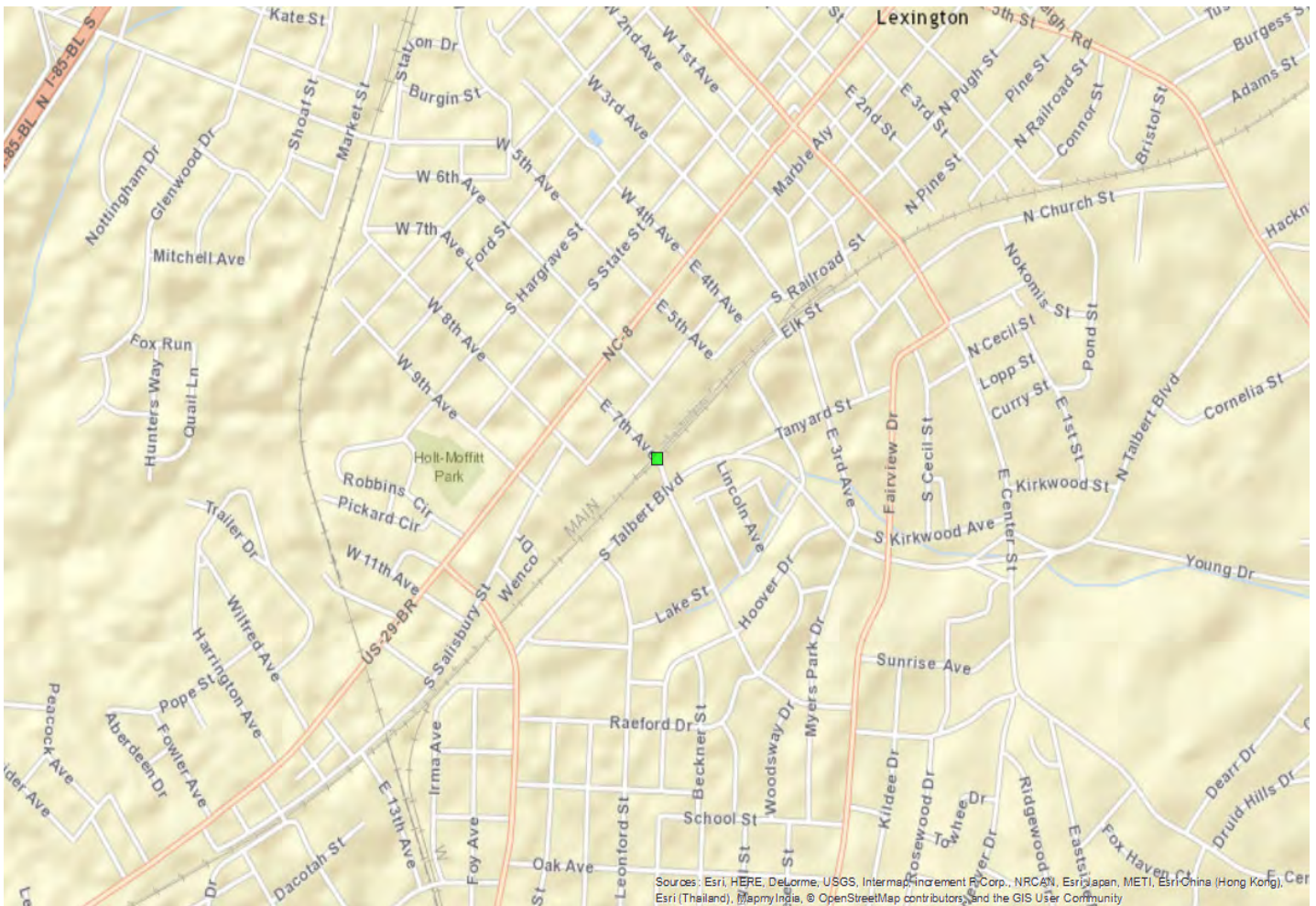
Construct a grade separation of the rail line and E. 7th Avenue

Division(s) :

County(s) :

MPOS(s)/RPO(s) :

Project Location



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), Swisstopo, and the OpenStreetMap contributors, and the GIS User Community

Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points: 0	Percent: 15% Points: 0

Division Needs Total Score: 0

Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 25% Points: 0	Percent: 25% Points: 0

Criteria Measures			
Criteria	Measure	Raw Value	Scaled Value
Cost Effectiveness	Return on Investment Index (75%)		
	Regional job creation Index (25%)		
System Health	Capacity Index (75%)		
	Accessibility/Connectivity Index (25%)		
Safety and Suitability	Safety Index (100%)		
Project Support	Funding Leverage Index (100%)		

Project Data

Date:

Project Local ID:	
Submitted by:	

Project Cost:

Total Project Cost:	\$5,000,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT:	\$5,000,000

Project Ownership

Division			
Division	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total Division Points	100%	0	0

MPO/RPO			
MPO/RPO	Percent	Regional Impact Points	Division Needs Points
	0	0	0
	0	0	0
	0	0	0
Total MPO/RPO Points	100%	0	0



NCDOT Prioritization 4.0 Project Summary

SPOT ID: T150904

Mode: Public Transit

Status: Submitted

716-718 W. Kivett Drive

Specific Improvement Type: 2 - Facility

Project Category: Regional Impact

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$300,000

Description:

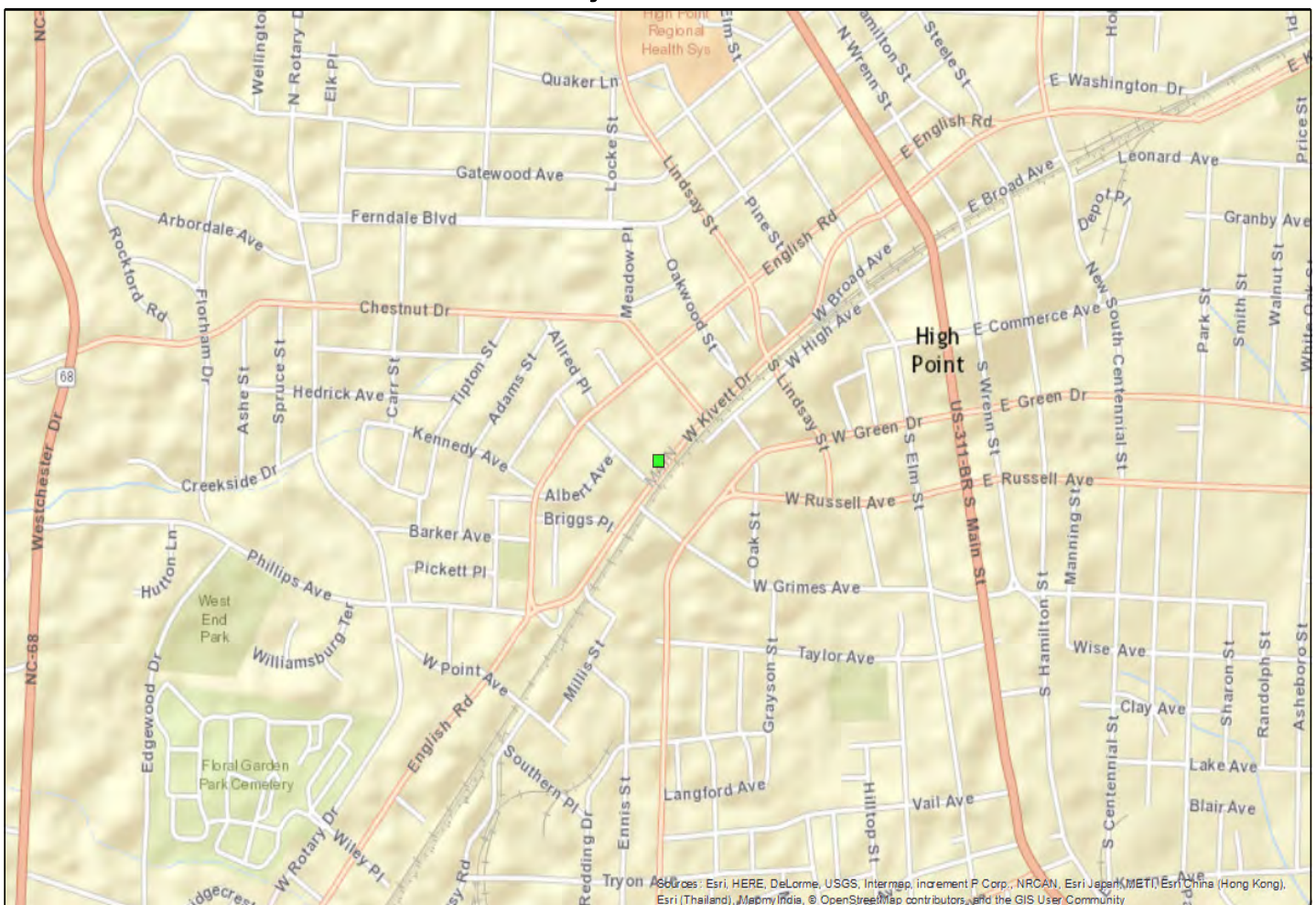
Upgrade approximately 3,000 square feet of an existing 6,000 square foot building. The renovations will allow the para-transit division of the transit system to be in its own facility complete with offices for the supervisor and the para-transit services coordinator. The facility will also include space to allow for in-person interviews and functional assessments for ADA para-transit eligibility.

Division(s) : Division 7

County(s) :

MPO(s)/RPO(s) : High Point Urban Area MPO

Project Location



Statewide Mobility Total Score		
Quantitative Score	Division Engineer Points	MPO/RPO Local Points
N/A		

Regional Impact Total Score: 0		
Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points: 0	Percent: 15% Points: 0

Division Needs Total Score: 0		
Quantitative Score	Division Engineer Points	MPO/RPO Local Points
Totals: Weight: 0% Weighted Score: 0	Percent: 25% Points: 0	Percent: 25% Points: 0

Criteria Measures			
Criteria	Measure	Raw Value	Scaled Value
Impact	Impact Value (100%)		
Age	Age Value (100%)		
Cost Effectiveness	Cost Effectiveness Value (100%)		
Market Share	Market Share (100%)		
Ridership Growth	Ridership Growth (100%)		

Project Data**Date:**

Project Local ID:	
Type of Project:	2. Bus
Transit System Legal Name:	HiTran
Contact Person:	Angela Wynes
Contact Phone Number:	336-883-3062
Contact Email Address:	angela.wynes@highpointnc.gov
State Share:	10
Local Share:	10
Federal Share:	80
Other Share:	0
Additional Facility Capacity:	3000
Existing Facility Capacity:	6000
Age of Facility	65
Unlinked Annual Passenger Trips:	885991
Projected New Unlinked Annual Passenger Trips:	0
Service Area Population (Demand response):	110638
Service Area Population (Fixed Route):	110638
System Ridership 2011:	863658
System Ridership 2012:	929897
System Ridership 2013:	923640
System Ridership 2014:	903877
System Ridership 2015:	885991
Submitted by:	High Point Urban Area MPO

Project Cost:

Total Project Cost:	\$300,000
Other Funding:	\$0
Other Funding Source:	
Cost to NCDOT:	\$300,000

Project Ownership

Division			
Division	Percent	Regional Impact Points	Division Needs Points
Division 7	100	0	0
	0	0	0
	0	0	0
Total Division Points	100%	0	0

MPO/RPO			
MPO/RPO	Percent	Regional Impact Points	Division Needs Points
High Point Urban Area MPO	100	0	0
	0	0	0
	0	0	0
Total MPO/RPO Points	100%	0	0